cycle news

VOLUME VII NUMBER 12 | North & Western Edition | April 7, 1970

25¢

Biggest News Of The Week

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CMC Motocross page 8

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Tri State Scrambles page 22

Bill Watkins (green shirt) revels in glory after winning a Maverick Mini-bike in International Racing Enterprises Easter egg hunt at Anzac raceway, Sunday. Bill looks as pleased about his new bike as the bunny seems to be about having his arm around pretty Laurie Adams who presented the bike as Miss Maverick.

NEWSPAPER
CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

This issue printed in this manner
Bound as received

CALENDAR

Regularly Scheduled Events

ATTENTION PROMOTERS:
For Listing in this column call or write:
c/o Cycle News
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUN. OF EVERY MO.
Deadman's Point, Apple Valley, Cal. 1st Sun. European Scrambles, 3 Classes, 1 hr. each – 8 a.m. Practice – 10 a.m. start – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.)

COURSES FOR RENT

ADELANTO T.T. TRACK
Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info: (213) 927-3860.

WEDNESDAY, APRIL 1st

MEETING of the Speedway Racing Assn., 135 W. Union St., Pasadena. Info: (213) 473-6422 or (714) 521-6422.

APRIL 1 – 5

MOTORCYCLE SHOW at the San Francisco Civic Center.

FRIDAY, APRIL 3rd

TROPHY PRESENTATION by the Prospectors MC for Dec. 21st European and Feb. 1st Enduro and March 1st ISDT. Presentation will be at the Manhatten Beach Property Owner's Assn. Hall, 540 Rosecrans Ave., Manhatten Beach, Calif. 8:00 p.m. Info: (213) 676-0586.

TROPHY PRESENTATION by the Materlinks MC for Dec. 28th and March 1st. races. Presentation will be at the Knights of Pythias Hall, 5343 N. Peck Rd., El Monte, Calif. Start at 8:00 p.m.

SATURDAY, APRIL 4th

SPORT RIDING, Huntington Beach Cycle Park. Motorcycles on motocross course only. $1.50 per bike and rider. Minibikes on minibike course. $1.00 per bike and rider. Spectators $.50. Info: (714) 897-4458.

APRIL 4th and 5th

PONDEROSA HARE SCRAMBLES by Greyhounds M.C. Fifteen miles east of Lancaster on Ave. "J". Registration starts at 8:30 a.m., with race beginning at 10 a.m. Trophies 40%, with contingencies. Info: (213) 367-2907.

HANGTOWN MOTOCROSS by the Dirt Diggers North MC. All new course limed from U.S. 50 and Placerville Dr. 125 Jr., 250 Jr., 125 Sr. run Sat. Open Jr., 250 Sr., Open Sr. run Sund. $1000 cash to Sr., brass to Jr. and merch. Post entry $10 Jr. $20 Sr. Mail entries $5.00 Jr. and $10.00 Sr. to: (Lightweight mail to) D.D.N.M.C., P.O. Box 699, Loomis, Calif. 95650. (Heavyweight mail to) D.D.N.M.C., P.O. Box 338, Orangevale, Calif. 95662. Info: (916) 652-7800 or (916) 988-4725.

SUNDAY, APRIL 5th

MOTOCROSS by the Sprockets Motocross Club at Rose Hill, Kan. P.S.R.A. sanct. Mail $2.50 entry to: 320 E. Evans, Wichita, Kan. Info: (319) 591-1459.

ENDURO by the Shamrock MC. Trail bikes all the way. Race starts at Jawbone Canyon. Take Hwy 14, 17 miles north of Mojave, Calif. First bike starts at 8:01 a.m. Entry fee $5.00, $1.00 extra for team riders. Entry limited to 800. Drawing Tues. March 31st at Sunland Park at 8:30 p.m. Mail entry deadline Mar. 30th to: Shamrock MC, 7735 Kyle St., Tujunga, Calif. 91042.

SCRAMBLES by the Shasta MC at Happy Valley Raceway, approx. 11 miles west of Anderson, Calif. Sign-up 9100 a.m., prac. 11 a.m., race at 1:00 p.m. $2.00 to ride, AMA Sanc. Info: (916) 241-2002.

MOTOCROSS by the Lompoc Slo-Pokes at Santa Maria Speedway, Santa Maria, Calif. One mile north of Santa Maria on Hwy 101 at Bakersfield turn-off. AMA Dist. 35 points. Rain or shine. Entries close 11:00 a.m. Three No. Plater required. Info: (805) RE 4-5803.

SPORTSMAN SCRAMBLES by the Oregon Sidewinders, at Clackamas, Oregon. Race track is on SE Lawnfield Rd. east of 82nd in Clackamas which is south of Portland. AMA sanct. Info: D. Seifert, Rt. 3 Box 290, Oregon City, Oregon 97045. Ph. (503) 632-3857.

MOTOCROSS by Hi Jinx FMX at Riverside, Calif. Four classes, 100, 125, 250 and Open. Trophies: 1 every 5 riders. Entry $3.50 #plates req. No affiliation req. Meet at 9:30 a.m., race 10:00 a.m. sharp. Limed from Central Ave. off ramp downtown Riverside Frwy. Info: (213) 865-4508 or (714) 622-3608.

EUROPEAN SCRAMBLES by Jester's M.C. Limed from jct. of Hwy's. 395 and 15. Trail bikes start at 10 a.m. Post entry $3.50. If 10 or more 125cc bikes are entered, they will run separately. All new course. Forty percent trophies. Custom Trophies promises no delay in trophies.

MOTOCROSS by the CMC at Perris, Cal. Membership required. $10.00 post entry. $5 mail entry to: CMC, Box 1402, Costa Mesa, Cal. Info: (714) 639-5832.

SCRAMBLES by Los Gatos M.C., at Cycle Hills Park, near Morgan Hills, Calif. AMA sanctioned. Admission $1.75, with sign-ups beginning at 9 a.m.

MINI-PRIX by the Brush Barons M.C., at Carlsbad Raceway. Entry fee $2.50, with sign up between 7 a.m. and 8:30 a.m. First race starts at 9 a.m. Overnight camping. Hacks welcome. Info: (714) 746-3839.

HARE SCRAMBLES by the Mountain Home MC in Mt. Home, Idaho. 100 mile scramble with $500 to winner. Post entry $8.00, Mail entry $5.00 to: M.H.M.C. Assn., 455 E. 10th No., Mtn. Home, Idaho 83647. Race starts 1:00 p.m. Info: 587-3319.

MOTOCROSS at Anzac Raceway in Palmdale. East-West Challenge series. Top series rider wins a trip to I.S.D.T. in Spain. Six top west coast riders win trip to challenge race in Mass. Info: (213) 348-3349.

TRIALS by S.D.T.R. in Mira Mar area. Limed from Genesee, off of Interstate 5, and Mira Mar Rd. from U.S. 395. Signup at 8:30 a.m., start at 10 a.m.

ROAD RACE by ACA, at Willow Springs Raceway, Rosamond, Calif. Natl. Points. All G.P. and Tourist Trophy classes practice 9 a.m. First event at noon. Info: (714) 528-4290.

MOTOCROSS by Huntington Racing Assn. at Huntington Beach Cycle Park. Mail entries $3 to Box FA, Westminster, 92683 Post entries $6. Signup 8-10 a.m. Mail entries close April 1st. 3 number plates. Info: (714) 897-4458.

AMA NATL. ROAD RACE at Seattle Intn. Raceway in Kent, Wash. No Sat. races as originally scheduled. Am.-Ex. will run combined on Sun. Info: (206) 631-1550.

FRIDAY, APRIL 10th

DUAL TROPHY PRESENTATION by Desert M.C. and Four Aces M.C., at Machinists Hall, 2600 Victory Blvd., Burbank. Live band and refreshments, 8 p.m. to 1 a.m. Info: (213) 845-2788.

SATURDAY, APRIL 11th

HARE SCRAMBLES by the Mountain Toppers M.C. at Little Gem Cycle Park, Emmett, Idaho, near Boise. $500 purse sportsman event. 75 miles, new mountain terrain, 1 number plate. 125, 250 and Open classes. Sign-up at 7 a.m., race at 8 a.m. Info: (208) 344-7741 or 343-5190.

PRO MOTOCROSS by the Owyhee M.C. at Owyhee Club Grounds Boise, Idaho. $600 purse, Open class only, AMA or FIM License accepted. Sign-up at Noon race at 2 p.m. Three Sportsman classes run for trophies. Info: (208) 344-7741 or 343-5190.

MINIBIKE RIDING at Huntington Beach Cycle Park. $1 per bike and rider. 10 a.m. to 4 p.m. (714) 897-4458.

SAT. & SUN., APRIL 11 and 12th

GRAND PRIX SCRAMBLES by Viewfinders M.C., at Bay Mare Race track. AMA sanctioned, with desert, scrambles and motocross Dist. 37 points. Mail orders closed. Post entries $15 if class permits. Brand new three mile course. Gates open 6 a.m. Info: (213) 845-5549.

TROPHY PRESENTATION
PROSPECTORS M.C.
Fri. Nite– 8:00
APRIL 3rd
FOR THESE EVENTS:
Dec. 21st Eur. Scrambles
Feb. 1st Gold Rush Enduro
March 1st I.S.D.T. Qual.
MANHATTAN BEACH PROPERTY OWNER'S HALL
540 Rosecrans, Manhattan Beach

RIDE WITH THE BEST

RIDE CMC EVENTS

MOTOCROSS

APR. 5 – PERRIS

APR. 12 – CARLSBAD

APR. 19 – SADDLEBACK

– RAIN or SHINE –

3# Plates Req.

CMC MEMBERSHIP REQ. $5.00 Mail Entry, $10.00 Post Entry. Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

the ACTION'S at SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

APRIL 5
Saddleback Scrambles

APRIL 12
Mini-Bike Scrambles

APRIL 19
CMC Motocross
SCTA Riding School;

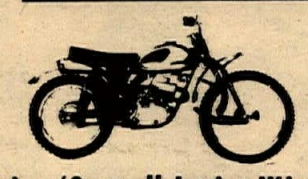
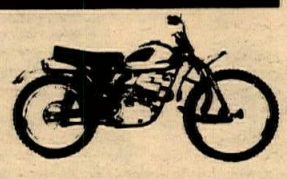
APRIL 26
SCTA Trials; ACA Motocross

OPEN WEEKENDS 8–5
MON., THURS., FRI.–9–5
Admission $2.50; Minis $1.50

SADDLEBACK PARK
BOX 2455, ORANGE CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

INTERNATIONAL RACING ENTERPRISES
MOVES TO
ANZAC RACEWAY
With A Back -To-Back Series
APRIL 5

MOTOCROSS RACING

1st Prize (Overall Junior Winner) SACHS 125 M-X
1st Prize (Overall Senior Winner) SACHS 125 M-X

Special 100cc Junior Class For 50% Trophies

$5.00 MAIL ENTRY
$5.00 POST ENTRY
(+ Gate Fee)

$5.00 Mail Entry To:
I.R.E.,
6605 Desoto Ave.,
Canoga Park, Ca.

SUNDAY, APRIL 12th

MOTOCROSS by the Feather River MC at Marysville, Calif. located under E. Street bridge at Marysville. AMA sanct. Sign-up 8-10 a.m., first race 10:30. Info: (916) 742-7785.

SPORTSMAN SCRAMBLES by the Oregon Sidewinders, at Clackamas, Oregon. Race track is on SE. Lawndale Rd., east of 82nd in Clackamas which is south of Portland. AMA sanct. Info: D. Seifert, Rt. 3, Box 290, Oregon City, Oregon 97045. Ph. (503) 632-3857.

ENDURO CHAMPIONSHIP by the Lobo's MC at Portland, Oregon. Race begins on Oregon Hwy #6, 9.5 miles west of intersection of Hwys. 6 and 8 on the way to Tillamook from Portland. Entry $3.00 3 classes, 90 mile run. Info: (503) 771-2070.

MOTOCROSS by the CMC at Carlsbad, Cal. Membership required. $10.00 post entry. $5 mail entry to: CMC Box 1402, Costa Mesa, Cal. Info: (714) 639-5832.

AMATEUR ENGLISH TRIALS by Cherry Valley Trials Club at Calimesa. Take San Bernardino Fwy. to County Line off ramp, 10 miles east of Redlands. Follow rd. to lime. Info: (714) 845-3230 or 795-1676.

MOTOCROSS by the Kern County Trailblazers at Poso Park, 18 miles north of Bakersfield on Hwy. 99 at Hwy. 46. All classes, AMA sanct., Dist. 35 points. Out of dist. cards ok. Practice at 8 a.m., first race at 10 a.m. Mail entry (240 E. Ash, Shafter, Calif.) $2.00, post entry $4.00. Info: (805) 832-8538.

HILLCLIMB by the Bees M.C. at Salt Lake City, Utah. Sign up ends at 10:00 a.m. Entry $3.00. 600 ft. at 89%. Info: P.O. Box 1711, Salt Lake City, Utach 84101.

SMRA TRIPLE HEADER at Austin Dragway Park, north of Austin, Texas. Events include, European style motorcross races, road races and drag races. All cards, AMA points. Info: (916) 949-1030.

HUSQVARNA CLINIC at Carnegie Cycle Park. Follow lime from Livermore and Hwy 50 off ramp. Fac. Rep. Gunnar Lindstrom to instruct in Husky maintenance. Free coffee and donuts.

TT RACES by Huntington Racing Assn., at Huntington Beach Cycle Park. Signup 8-10 a.m. $2.50 entry for non-members, $2.25 entry for members. Info: (714) 897-4458.

TT RACES 16th Annual 7 star TT races at Owyhee M.C. Club Grounds, Boise, Idaho. $1800 purse. Info: (208) 344-7741 or 343-5190.

FRIDAY, APRIL 17th

FREE FILM SHOWING by Pacific Honda, at Peck Prk. Aud., 500 N. Western Ave., San Pedro. Motocross and desert films start at 8 p.m.

SATURDAY, APRIL 18th

SPORT RIDING, Huntington Beach Cycle Park. Motorcycles on motocross course only $1.50 per bike and rider. Minibikes on minibike course. $1.50 per bike and rider. Spectators $.50. Info: (714) 897-4458.

SUNDAY, APRIL 19th

C.E.R.A. ENDURO II limed on Hwy 195 so. of Interstate 10, east of Indio, Calif. Drawing April 8th. Entry and Info: C.E.R.A. Box 2102, Cypress, Ca. 90630.

SCRAMBLES by thw Shasta MC at Happy Raceway, approx. 11 miles W. of Anderson, Calif. Sign-up 9-11a.m., prac. 11 a.m., race 1:00 p.m. $2.00 to ride. AMA sanc. Info: (916) 241-2002.

T.T. SCRAMBLES by the Nevada Trailblazers at Reno, Nevada. Take Pyramid Rd. north of 26 miles from U.S. 40.

FIELD MEET by Coachella Valley, Bushmasters, and Highsiders M.C.'s. Limed from Interstate 10 and Indian Ave., North Palm Springs. Entry $3.00. All Proceeds to Angel View Crippled Children's Foundation. Buffet and trophy presentation after meet at Angie's Pleasure Inn.

ENGLISH TRIALS at Dunlap, Calif. All classes, entry fee $3.00. Rider's meeting begins at 9:30 a.m., with first event at 10 a.m. Generous supply of trophies. Turn rt. at Clingan's Jct., east of Fresno, and go 4 miles to Park entrance.

MOTOCROSS by Trail Trotters M.C. at Pleasant Valley Raceways, 8 miles east of Coalinga. AMA sanctioned, Dist. 35 points. Unimproved camping. Mail or post entry $2.50. Limited entries. Mail to Box 414, Colenga. Info: (209) 935-3311 or 935-1757.

HARE AND HOUND by 4 Corners M.C., Farmington, N.M. Follow signs from San Juan Hospital. AMA sanctioned. $7.50 post entry. Sign-up closes at 9:30 a.m., with first race beginning at 10 a.m. Number plates required. Info: Box 885, Farmington, N.M.

MOTOCROSS by Huntington Racing Assn. at Huntington Beach Cycle Park. Mail entries $3 to Box FA, Westminster, 92683. Post entries $6. Signup 8-10 a.m. Mail entries close April 1st. 3 number plates. Info: (714) 897-4458.

SCRAMBLES by Sagehoppers M.C. Practice at 9 a.m., Experts start at 10 a.m. Novices follow. Limed from Hwy. 5 and Encinitas Blvd., Encinitas, Calif. AMA sanctioned. Facilities. Entry $3.50. Info: (714) 273-5258.

POKER RUN by Oxnard M.C. Signup 8-9 a.m. Entry fee $2.50, includes food at finish. Minibike drawing. Start at club house, rear of Eagles Lodge, So. Saviers Rd. All size bikes, car entries accepted. Field events, games. Info: (213) 860-2055

ROAD RACE by ACA at Anzac Raceway, Ave. T, Palmdale, Calif. All G.P. and Tourist trophy classes. Practice at 9 a.m., first event at noon. Info: (714) 528-4290.

MOTOCROSS by CMC at Saddleback Park Orange, Calif. Newport Fwy. to Chapman Ave. to Santiago Canyon Blvd. Turn right for 1-1/2 miles. Membership required. Post entry $10, mail entry $5. Mail to Box 1402, Costa Mesa. Info: (714) 639-5832.

AMA PROFESSIONAL RACES at San Jose County Fairgrounds half mile track. $1200 purse. Trials 11 a.m., races at 2:15 p.m. Adults $3, kids under 12, 75¢ Info: 9408) 295-3050.

ENDURO, 2nd annual Cliff Hanger. Take Interstate 10 to Beaumont. Located on Hwy. 79 between Beaumont and Hemet. Limed from Beaumont Ave. offramp. Two 35 mile loops. Not for kids. Four classes, 3 trophies per class. Mail entry $4, post $8. Mail entries to 700 W. Florida, Hemet, Cal. Info: (714) 658-8062

ENDURO, 100 miles by the Polkadots Competition MC at Forest Hill, Calif. A.M.A. sanct. Post entry $8.00, mail entry $6.00 to: 1226 Q St., Riolinda, Cal.

MOTOCROSS by CMC North at Plymouth, east of Sacramento on Hwy 16. Fifth race of CZ series, with free CZ motocross bike going to points leader at end of six races. Info: (415) 682-3542.

THUR.-SUN., APRIL 26th

CUSTOM CAR, MOTORCYCLE AND DUNE BUGGY SHOW by the Tridents Car Club, at the Los Angeles Sports Arena. Info: Custom Show Headquarters, P.O. Box 400, Maywood, Calif. Ph. (213) 588-4551.

SUNDAY, APRIL 26th

AMA PROFESSIONAL TT at Old California State Fairgrounds on new 1-1/2 mile TT course, $3600 purse, 33 Experts go 50 laps, Agajanian Enterprises, Nov., Am., Ex.

MOTOCROSS by the Feather River MC at Marysville, Calif. located under E

MOTOCROSS by the Feather River MC at Marysville, Calif. located under E Street bridge at Marysville. AMA sanct. Sign-up 8-10 a.m., first race 10:30 a.m. Info: (916) 742-7785.

MOTOCROSS by the CMC North at Apple Tree Motocross Track, 7 mi. north of Freedom, Calif. on Green Valley Rd. Sixth and last race of CZ series with free CZ motocross bike going to points leader. Info: (415) 682-3543.

TRIALS by the SCTA at Saddleback Park Sign-up close 9:30 a.m. Info: 697-9441.

AMA PROFESSIONAL TT at Old California State Fairgrounds in Sacramento. All new 1-1/2 mile course. Fourteen events, with first race starting at 2:30 p.m. Thirty three Experts go 50 laps. $4000 purse. Am. & Nov. also run. Agajanian Enterprises, Info: (213) FA 1-5323.

TICKETS GO ON SALE AFTER APR. 10th AT DEALERS LISTED BELOW

GARDENA
Agajanian Enterprises
P. O. Box 98
Gardena, California 90247
Ph # 213-3233 5323
321-5055

VALLEJO
Nelson Bettencourt -H-Dd
420 Marin Street
Vallejo, California 94590
Ph # 707-542-0302

RICHMOND
Karl's Motors B.S.A.
245 24th Street
Richmond, California
Ph # 415-235-7322

SAN JOSE
Bob Chaves Motorcycles
676 Auzerais
San Jose, California 94102
Ph # 408-293-1260

Cycle Imports
1039 Saratoga Road
San Jose, California 95129
Ph # 408-253-5000

STOCKTON
Glen McGill Motorcycles
1850 Cherokee Road
Stockton, California 95204
Ph # 209-466-7776

FRESNO
Harold Mathews-H-D
548 Blackstone Ave.
Fresno, California 93701
Ph. # 209-233-5279

SAN FRANCISCO
Dudley Perkins
66 Page Street
San Francisco, California 94102
Ph # 415-431-5323

SACRAMENTO
Racing Headquarters
Woodlake Inn
Hiway 40 & Canterbury Road
Sacramento, California 95813
Ph # 916-922-6251

Joe Sarkees
Motorcycle Service
2509 Broadway
Sacramento, California 95818
Ph # 915-457-0885

OAKLAND
Howard Self
Colliseum Cycle & Accessory
3958 E. 14th Street
Oakland, California 94601
Ph # 415-534-5461

Box Seats - - - - - - - - - - - $5.00
Reserved Grandstand - - - $4.00

General Admission - - - $3.50
Children (8 to 12) - - - - - - $1.00
(Available Day of Race Only)

ORDER YOUR RESERVED SEATS TODAY

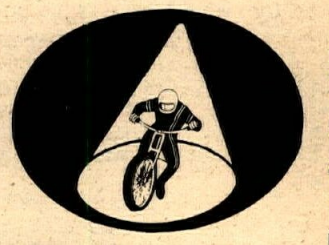
TICKETS — CIVIC THEATER BOX OFFICE
1419 H St. . Sacramento 14, Calif. . Phone 441-6991

Check
Enclosed is my Money Order for $_____ for_____ @ _____ each.
(No. of Seats)

Name_____
(please print)
Address_____ City_____ Zone_____
State_____ Please enclose stamped, self-addressed envelope for ticket return

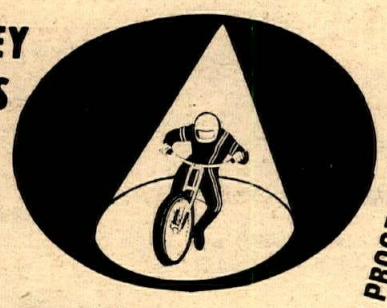
Great Bear Enterprises Inc. Presents-

CLASS "A" SPEEDWAY



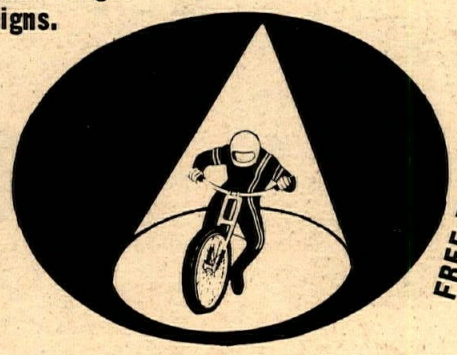
AT
ANTELOPE VALLEY
FAIR GROUNDS
LANCASTER

STARTING
April 12



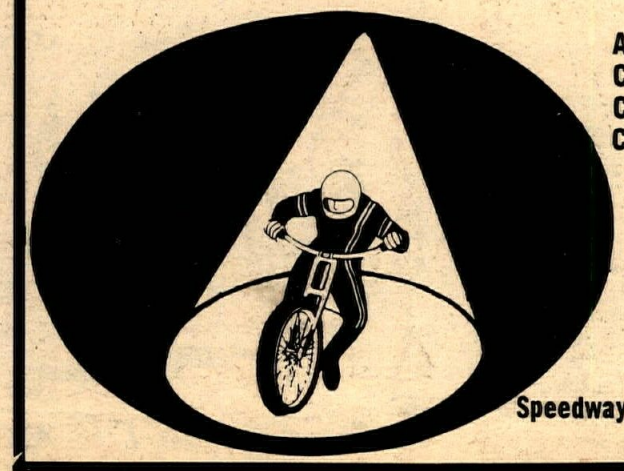
Antelope Valley Fwy. to Sierra Hwy. – Left to Center of town – Right follow the signs.

Gates Open 1:15 PM
Races Start 2:15 PM
Tickets on sale at gate



FREE PARKING – FREE PROGRAMS

ALSO
APRIL 26th
MAY 17–31
JUNE 7–21
JULY 5–19
AUG. 2–9
SEPT. 13–27
OCT. 11–18
NOV. 1–8



Adults $2.50
Children (12–16) $1.50
Children (6–11) 50¢
Children (Under 6) FREE

For further info
(213) 473-5613
or
(714) 521-6422

Speedway Supporters Club 50¢ off with card.

cycle news

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Want Ads. . . . . .Jan McCullough

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Northern Office
1470 Broadway, Walnut Creek, Calif.
(415) 934-1995
Northern Representative:
Lyn Jensen
Subscription:
One year 2nd class mail. . . . $7.50
Single copy price. . . . . 25¢

Published weekly except the first and last week of the calendar year by Cycle News, Inc., Post Office Box 498, Long Beach, California, also publishers of Cycle News East, and Dixie Cycle News. Second Class Postage paid at Long Beach, Calif. Editorial stories, cartoons, photos, etc. are welcome. Write for information. Addressed, stamped envelope assures return of editorial matter. Reprinting in whole or in part only by permission of the publishers. Advertising rates and circulation information will be sent upon request.

voices

AND THE FEUD GOES ON

After going to the Gripsters trophy presentation on March 13th and reading the write ups in Cycle News and Motor Cycle Weekly, I would like to state the following:

At the 1st Elsinore Grand Prix, myself and several other front runners felt I had won overall. However, when the results were posted I ended up quite far down the finishing list. At the trophy presentation, when the overall trophy was awarded, I didn't find it necessary to openly announce I had won and take away from Steve's glory.

However, this year, Malcolm deemed it necessary to drive all the way from Riverside to announce to the crowd he had really won. I was stunned to say the least.

The Gripsters stated at the rider's meeting that your number plates (all three) must be kept clean or you would not be scored. It is my understanding that everyone must comply to those rules.

Therefore, Malcolm, if you truly feel you are an exception to those rules set up by the club, you can pick up your trophy at: Nick Nicholson Motors in North Hollywood.

GARY BAILEY
Gardena, Calif.

. . . AND ON!

What video tape?

Well Mr. Gripster President, Malcolm Smith may be right. Bike number 273 in the 125 Novice class only went 1/2 a lap, but was listed on the result sheet as a finisher.

Our men did more than that and didn't get a thing for it. Where's your so-called video tape for that one, Mr. President?

We have twelve witnesses to vouch for this, plus 273 was in our pit area for the rest of that day.

Seems like something is wrong, video tapes or not.

G. FREDRICKSON
Anaheim, Calif.

TWO-WHEELED SCOUTING

I would like to pass along a couple of ideas that may be of interest to other clubs. Since Dec. of last year the SAND-BLASTERS have sponsored Motorcycle Explorer Post 800. The Explorer program is a form of Boy Scouting that takes in the 14 to 18 year olds and specializes in one certain field. It is a good way to introduce teenagers to the positive side of motorcycling. Interested clubs should contact their local Boy Scout leaders for information.

Secondly, we all know that the Bureau of Land Management is taking a close look at the racing in the desert. One of the things that concerns them is the condition of the pit area after a race. We have started hiring local Boy Scout troops to help us with clean up.

The BLM provided the boys with 500 litter bags which they handed out to people arriving at the race. A phone call to the BLM office in Riverside is all that was needed to obtain these bags.

BILL FAITH
China Lake, Calif.

DESERT LITTER

We and many other people enjoy desert riding and the desert beauty, but we are so very close to losing this marvelous privilege because of careless campers and desert vandals.

Some people – one of our local high schools, for instance – are taking the initiative, and cleaning up desert areas on their own. Good for them!

But please, please help keep the desert open to all of us by treating it as you would your own property – for that's exactly what it is. Take your trash home with you where it can be disposed of properly.

CYCLIERS MOTORCYCLE CLUB
Bakersfield, Calif.

ROAD RIDER REPORTS?

In my latest issue of Cycle News, I find that at least 98% of your coverage is devoted to racing.

Needless to say, as a road rider, there was nothing it for me.

Why wasn't the Feb. 21-22 Motor Maids Run to the Colorado River mentioned?

Why wasn't the R.R.C. Inaugural Ball on Jan. 31 mentioned?

Why wasn't the Majestics M.C. run on Feb. 8 mentioned?

And finally, why was there no mention of the R.R.C. or S.C.M.A. calendar?

Could you be negligent in your duties?

JOHN HEDIN
Los Angeles, Calif.

A point well taken. Unfortunately, the vast number of events occurring in this area force us to rely on various clubs for details and reports of events. When ever a club takes the trouble to inform us of a run, it usually finds its way into print (Police Memorial Poker Run, pg. 28, Mar. 30, and Oxnard M.C. Poker Run in the Calendar section of this edition, are some of the more recent examples)....Ed.

CASE OF MISTAKEN IDENTITY

I would like to inform you that the rider pictured on page 6 of the Mar. 31 edition of your paper was me, not Tom White, as you stated.

Tom is number 28 Expert at Huntington, while I am Novice number 117.

BILL GRAY
Los Angeles, Calif.

TRAIL BLAZER?

In all of my desert racing to date, I think the most discouraging thing I have come across is the failure of many clubs to use consistent and adequate methods of marking the proper trail.

I have just finished the handlebar straightening and dent fixing necessary after a hare scrambles race, in which the sponsoring club admitted in its results letter that 90% of the riders had gone the wrong way in at least one location.

I think it's time to say what I think most riders feel. We all like a tough course that separates the good riders from the bad. But also we like to have hazards properly marked, in accordance with the AMA rule book.

And all riders should be told at sign-in where the starting lime and first smoke bomb will be located. This way, they can check out the area for dangerous approaches.

These things are the club's responsibility if they wish to further motorcycling in the rough and to draw increasing entries for their own events.

I try a club twice and if they haven't learned by the second time, my racing time goes elsewhere.

HERB SCHEMK
S. Lake Tahoe, Cal.

CLUB CAMARADERIE

Just a word about some little known advantages of belonging to motorcycle clubs. It's more than just wearing a jumper or having someone gas you up after the first loop. I certainly found this out.

Before a recent desert meeting, some fellow club members and I were getting in a little practice. For some reason, I endowed about as bad as you can possibly endo. As it turned out, I had broken my shoulder in three places.

Immediately three club members were hustling me into a car for the drive back to Los Angeles. And I'll tell you, it felt pretty damned good to know that somebody was willing to take that much trouble. I was sick to my stomach and felt very much alone and helpless before my friends started into action. But not after that.

I just want to personally thank Dave Wadden, John Kosnarek and T.J. Austin for displaying that little extra something that makes me proud to be a motorcycle rider and a member of the Invaders M.C.

THUMPER McDOWELL
Los Angeles, Calif.

"YA SAY YOU OVERHAULED YOUR BIKE ALL BY YOURSELF THIS TIME?"

STOP THE PRESSES

In your Cycle News, March 31st edition, the results of the March 22 and Perris TT Scrambles listed the winner of the 100 Novice #1 as Chuck Summers, whereas it should have been listed as Charles Summers, as was printed on my entry blank.

CHARLES SUMMERS
Bell Gardens, Calif.

CYCLE NEWS ADDITIONS

bob sirkegian

Bob Sirkegian, the new advertising manager of Cycle News, is hardly a new face in the two wheeled world. Bob's father raced professionally for 15 years, and put the youngster astride his first bike at the age of six. When he was 11 years old, the younger Sirkegian was drag racing, and for two years held the National drag record. Among other things, Bob held the one lap record at Ascot Park for three years, was national high point Novice and Amateur, and, as an Expert, was among the country's top five riders on three occasions. Bob lives with his wife, Annette, and two children in West Covina, Calif.

On the other hand, Bob Sanford, the new Cycle News assistant editor, is, as he describes it, "a first division, Expert Class spectator." A proud new owner of a 250cc dirt bike, Bob takes "...great pleasure in being passed by every 9 year old kid on the block." The assistant editor has been in journalism for a number of years, serving as editor on a small Nevada daily, as well as his college newspaper. He lives with his wife, Peggy, and their assorted collection of seven animals in Redondo Beach, Calif.

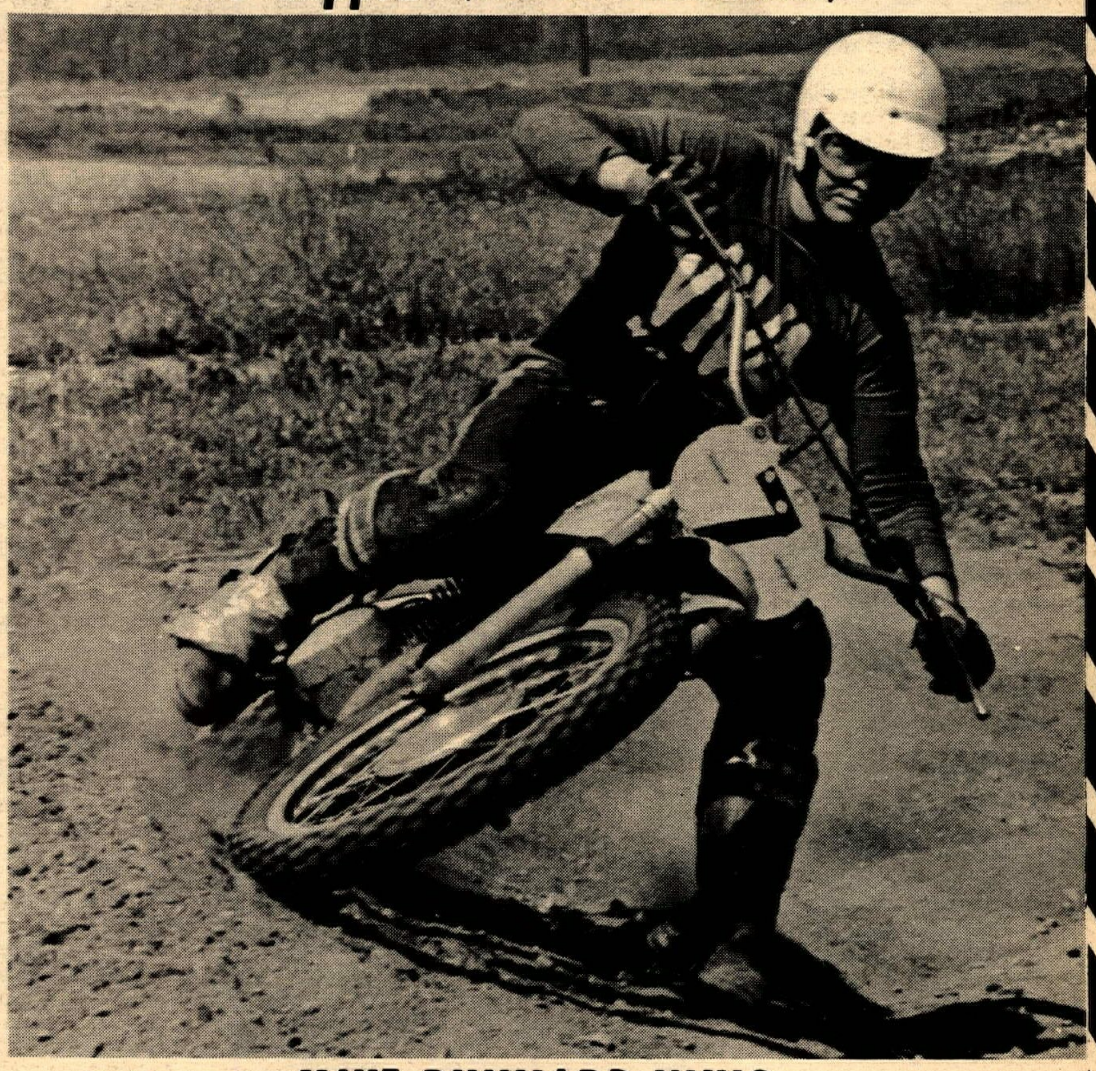
bob sanford

COMPARE!!

Montesa Riders Are Winning

Hallman Trophy Winner
Wins 7 in a row

360 Cappra (500 Sr. Class Series)



MIKE RUNYARD WINS
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With NEW 250cc-5 port.

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2 VIVA MONTESA finished
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Eddie Mulder/John Hatley

Still More Proof from these VIVA riders
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TONY CLARK – Amateur Class, Cherry Valley, 3/8/70
1st
WALT JANTZ – 3rd Wheel, Rainbow Falls, 3/15/70
1st
R. NORRIS – 250 Jr. Div. #1, Bay Mare, 3/22/70
1st
G. LUND – 250 Jr. Div. #2, Bay Mare, 3/22/70
1st
GARY ANDERSON – 250 Novice, Saddleback, 3/22/70

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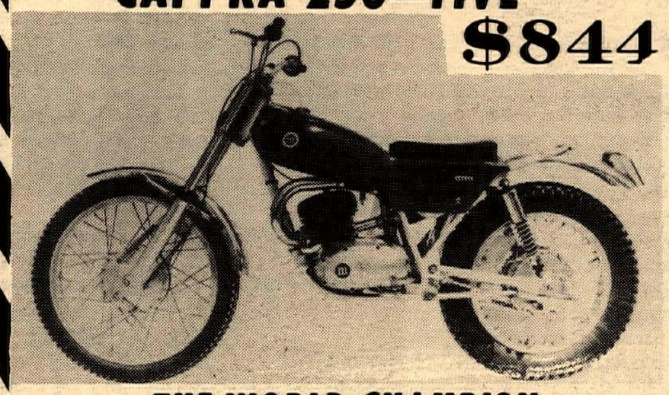

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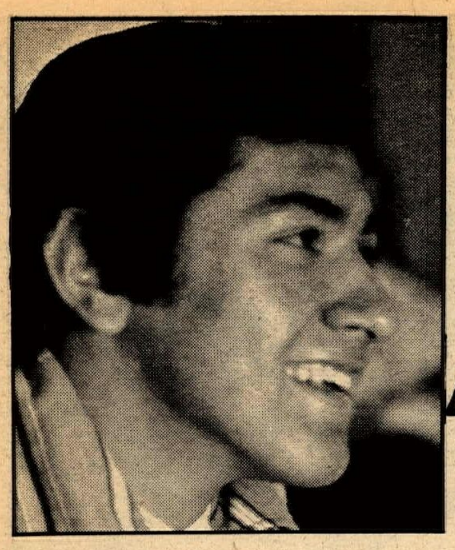
CYCLE NEWS Page 5



ALDANA

By Bob Sanford

Dave Aldana is the rider that more than a few people feel will be the man to beat! Not just this year, but in many years to come. At the age of 20, the rookie Expert was last year's top AMA Amateur, and so far this year has managed; a win in the Sacramento mile; a victory over the country's top pros last week at Manazanita (Ariz.) Raceway; and a very impressive showing at Daytona two weeks ago. Just for starters.

Cycle News talked with Aldana a few days ago at his home in Santa Ana, Calif., where he lives with his parents and a younger brother and sister.

His reputation as a "smart-ass young kid" was immediately dispelled, as he proved to be an affable, easy going, reasonably articulate conversationalist. To be sure, he is confident of his ability. But in the same way that most professionals are confident about their business.

Cycle News asked him about his early interest in motorcycling...

"My father promised me a motorcycle when I was a kid, and, when I was 14– maybe it was 15 – he got me a little Suzuki 80. Well, I started riding flat track at Ascot almost immediately.

"Then I got a deal with Ossa to ride motocross and scrambles. I don't ride that sort of thing much anymore. But whenever I get the chance I do, because I enjoy riding. Period. Like, when you go to a half-mile track you only get to ride five laps. Which isn't really a super long time. But you get a lot more riding in a day if you enter scrambles or motocross.

"I guess my first break was when I got a chance to ride for Irv Seaver. Dallas Baker, the service manager at the shop, was looking for a rider for a B-25 he had. Another guy and myself were interested, so we went out to Perris to try out. And Dallas picked me. The BSA company helped out with parts on that deal.

"At that time – when I was a Novice – an Amateur by the name of Jim Peterson was riding a 650 BSA for Dallas. Well, when he turned Expert, he got a ride with Triumph, so the bike was just sitting there. Well, they let me ride it, and I won my first race at Ascot. And that was the first time I'd ever jumped on a big bike in my life.

"After that, BSA told me they'd help me go to Nationals and things like that. They gave me parts and whatever else I needed, as well as a certain amount of money to go to each National. Now I'm supposed to sign a contract. They've given me the money to sign – which I've already spent – but I haven't signed yet. They originally said that I had to ride the BSA in every race I entered, but I had them change that around a little bit so I could ride my Ossa in Motocrosses and Scrambles. Now I'm just obligated to BSA for Nationals and certain special events.

"I just quit working at Irv Seavers about a month ago. So now I guess you could call me a full time racer. And I feel I can make a good living at it. Last year, I made like $15,000, which is quite a bit for an Amateur. Of course that was tax free, and now I'm stuck with paying the taxes. Right now I'm not in really good shape financially, and I'm sort of living from race to race. Which isn't very good, I don't think. I'd like to have enough so I could, you know, have money in my pockets to spend and not worry about it. That's the way I'd LIKE to be. And someday I hope to be in that position.

"After I get back from three months of Nationals in the east, my expense money from BSA should start coming in week after week after week. I'll have enough to live even if I don't win any races. Actually, I don't think I could spend it all, no matter how hard I tried.

"At Daytona, I was running about fifth, and I cut in behind Bugsie (Mann). I started racing with him when I shouldn't have been, and I overshot this turn and went off into the grass. I stayed up in the grass, but when I was getting back on the track, I slipped the clutch and gave it too much gas. Plunck: I flipped over right there. I landed on my feet and didn't get hurt. So I just stood there looking at my broken bike. Broken pegs and bearing and everything else.

"I knew I blew it. At the time, I didn't know what place I was in, but I knew I was in the money, since everyone was dropping out, right and left.

"Some people may say that I'm reckless, but I don't think so. And they probably think I'm riding over my head, but I think I can still go faster. I just use speed and gas as a way of controlling my bike. Well, I guess I'm a little wild, but I was a lot wilder when I first started. I'm really getting more conservative. But I don't want

(Continued on page 23)

Photo by Ben Hall

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Raymond Does It Again At Trojan Speedway

By Eddie Smith

SOUTH GATE, CALIF. Mar. 27, 1970 – Jim Raymond, riding three new bikes won three main events and three trophy dashes at Trojan Speedway Friday night. Jim's victories came in the 100, 125, and 250 TT events.

At the start of the 250TT Main Event Raymond was involved in a four bike crash going into the first turn of the race. Jim's Montesa tangled with Larry Moon's and Irwin Moon's Bultaco's and Robert Bruce's Yamaha. No riders were injured in the mishap. On the restart Jim jumped into the lead for keeps.

Besides winning the six races Raymond finished second behind Paul Wilde's Yamaha in the 100 flat track Main Event. Jim placed sixth in the 125 flat track and took third in the 250 flat track Main Event.

Larry Shaw, mounted on a Mitco Bultaco won the 125 and 250 flat track Trophy Dashes. Larry also won the 250 flat track Main Event by beating R.W. Ring's Hodaka.

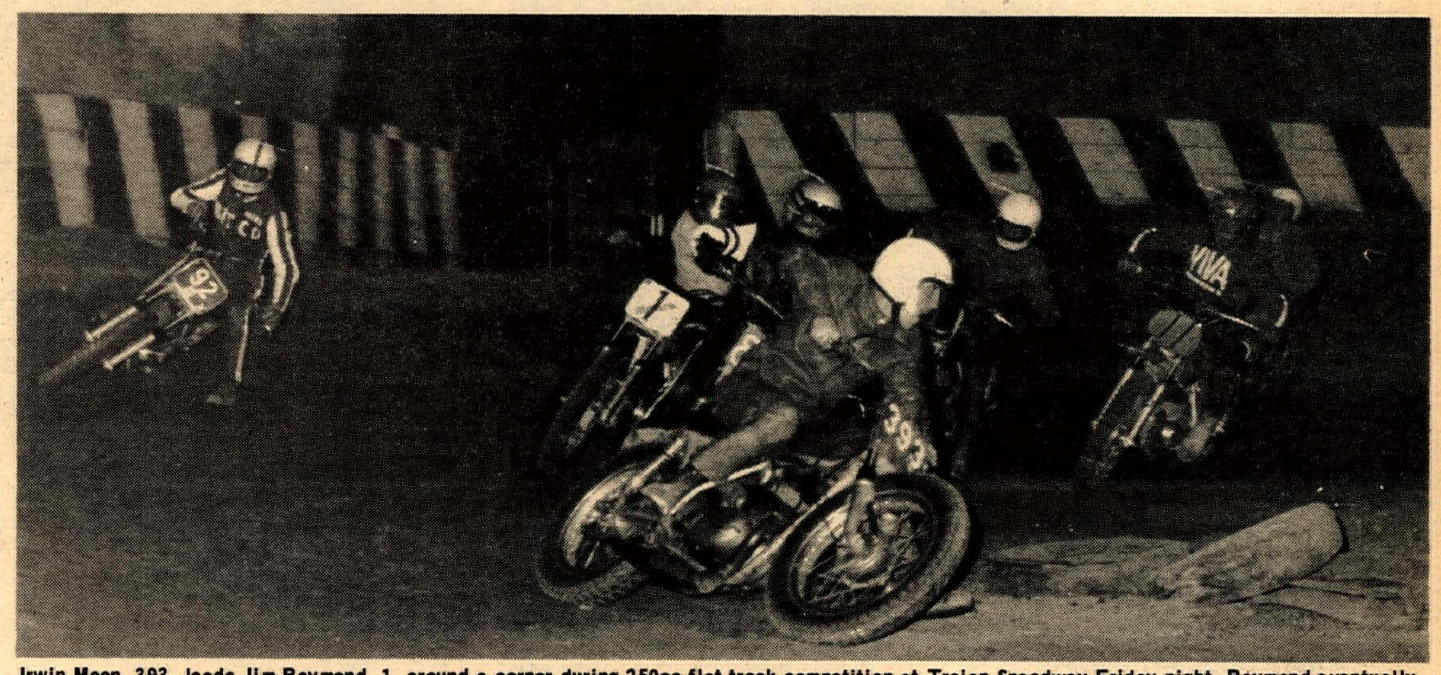
Shaw placed second in the 125 flat track Main behind Scott Autrey riding a Yamaha. Larry placed fourth in the 100 flat track Main. Larry also finished fourth in the 100 TT Main riding a Kawasaki in both events.

Paul Wilde, riding a Yamaha outrode Jim Raymond to win the 100 flat track Main Event. Paul also won the 100 flat track heat race over Raymond by just a few inches.

Trojan Speedway's point season starts next Friday night. Racing starts at 7:30 over the TT course and flat track.

(Results on page 19)

Mike Curoso takes his Bultaco wide in the 250 TT competition.



Irwin Moon, 393, leads Jim Raymond, 1, around a corner during 250cc flat track competition at Trojan Speedway Friday night. Raymond eventually won three Main Events and three Trophy Dashes. Moon finished sixth in this event.

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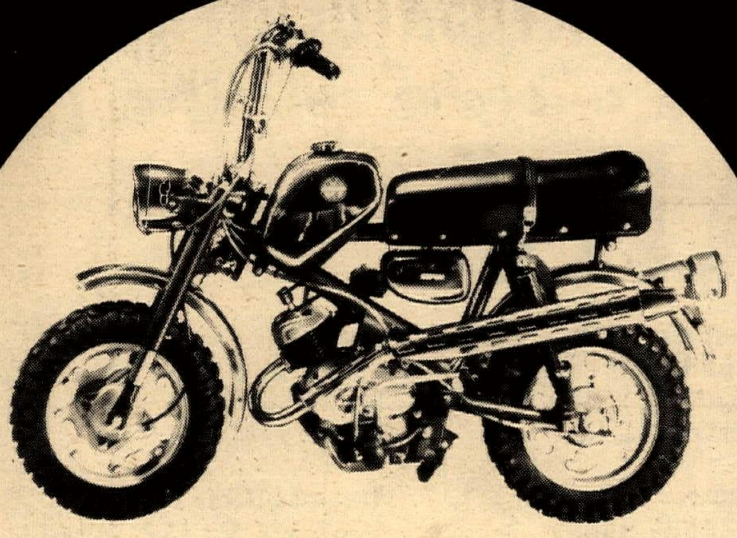
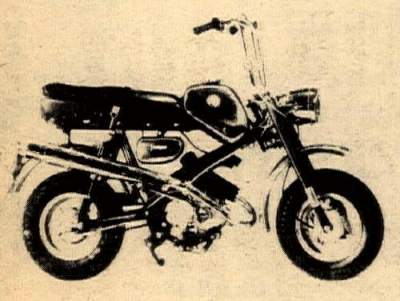
An unidentified rider wheelies around the course Sunday at Saddleback Park. The course was extremely fast, and spectators were treated to some first rate action.

R. Benites powers his Penton through a corner, as D. Emler presses for position. Benites was second overall in 125cc Expert competition, and Emler took the number three spot.

Gary Jones, right, makes his bid in the 125cc Expert class. Jones finished fourth.

THE WINNER DOES IT AGAIN!





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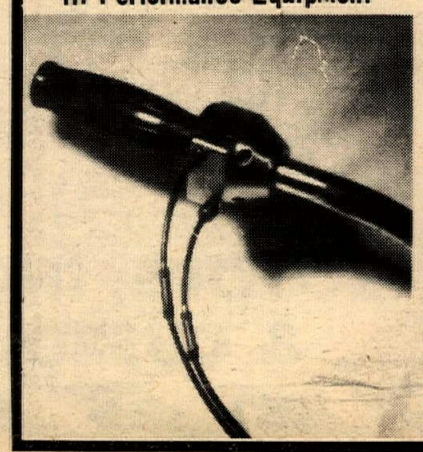

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HART GRABS PAIR IN CMC MOTO CROSS

R. Rowe has a bike length lead over overall 100cc class winner, B. McDougall. Rowe finished third and number 66, J. Boldt ended up in second. All three riders are on Hodakas.

ORANGE, CALIF. March 28, 1970 – Tim Hart powered his Montesa into the winner's circle four times at CMC's Saddleback Park motocross, Sunday, for wins in both the 250cc and 500cc Expert class.

Another Montesa, ridden by Mike Runyard, managed two firsts, three seconds and a third, for second place overall honors in these two Expert divisions.

The course was super fast, and the sunny weather made the day ideal for both rider and spectator, alike.

B. McDouglass (Hodaka) carried off a 100cc Jr. class win, ahead of J. Boldt, also on a Hodaka. And an up and coming contender, R. Rowe, took third on his Hodaka.

M. Rick (Bul) led all three 125 Jr., Div. I moto's but only managed a win in the second moto. In the first and third motos he fell victim to the challenging course, but took a 2nd behind R. Maeda (Bul). Gary Ryder (Sacs), grabbed the win in the second division of the 125 Jr. competition, while Dave Boydstrom (Yam) won second.

In the first moto, Ryder took an easy first ahead of Boydstom. Mike Cram (Cara), who eventually took a class 3rd, was leading the second moto but spun out. Ryder & Boydstom were back in fifth and sixth. Boydstom spun out, giving Ryder a good finish position.

In the final round Cram came out again in the lead and held on for a win over Ryder.

J. Rubcic (CZ) led all three 250 Jr. Division I moto's. In the first moto he lost a counter shaft sprocket nut, but took a second, a first and an overall class second, behind R. Rodriguez (CZ) who won two motos.

W. Burrell (Bul) won the first moto of the 500 Jr. class and was leading in the second, when fast charging S. Rauch (CZ) challenged and took over the lead and win. The final round was a repeat of the prior and the class gold went to Rauch, Burrel was second, and E. Abbott third.

Pat DeBenedetti (Amer. Eagle) just edged R. Benites and his new improved Penton out of a 125 Expert class win. D. Emler (Amer. Eagle) took a class third.

(Results on page 19)

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CYCLE NEWS NORTH

San Mateo Supervisors Hear Plea For Bike Area

REDWOOD CITY, CALIF. March 24, 1970 – The street was lined with pick-ups and vans, all loaded with securely tied dirt bikes. And in front of the San Mateo County Hall of Justice, a long row of street machines were parked. People clustered in groups, discussing the possible outcome of the forthcoming confrontation.

Nearly 300 strong, bike enthusiasts of San Mateo County had gathered to plea their case for off road facilities with the County Board of Supervisors. These were ordinary people: Businessmen, mechanics, lawyers, engineers, teachers, students, your next door neighbor. All there with one thing in mind.

"WHERE DO WE RIDE?", "UNFAIR", "KEEP US OFF THE STREET", "WE WANT A SAFE PLACE TO RIDE", the placards read.

At 11:10 a.m. the group walked into the Supervisors meeting room, where other business on the agenda was being discussed. The county officials looked up, apparently startled to see so many people coming in at one time. In seconds, the seats and aisles were filled to capacity, and the overflow had to be satisfied with positions in the outside hallway.

Alan Bygdnes was the group's first speaker. He explained that he is one of the two motorcycle enthusiasts on the 12 man San Mateo Hiking and Trails committee. The other 10 members, he said, were all horsemen.

Bygdnes told the supervisors that, although bike riders in the county outnumbered the horsey set by nearly ten to one, reportedly, 25,000 motorcyclists to 2,000 horse owners – proposals concerning motorcycle trails were consistently voted down by the committee. This, he said, was the reason the group was coming directly to the Board of Supervisors.

The spokesman told the board that San Mateo County now has about 100 miles of horse trails, as well as county maintained horse area, used a total of six days last year. A color slide, picturing a $3000 county built, highway underpass for horsemen was shown to the group.

Bygdnes concluded his remarks by saying the 361 miles of tax-constructed horse trails are now proposed, while nothing is being considered for the county's motorcyclists.

Dan Clapp, an attorney with the Melvin Belli firm, was next to speak. He said that bike enthusiasts are interested in obtaining facilities away from the horse trails, and away from homeowners who might object to the noise and dust. He suggested that Pescadero Watershed, – presently unused land, and the site of a proposed reservoir in another five years – would be ideal for such a facility. He told the supervisors that his group was not asking for money, but rather for the use of county owned land. The attorney concluded by saying that, if provided with land, motorcyclists would cut their own trails and police the area themselves.

After the presentation, questions were asked by members of the board, and the status of off road vehicle registration was clarified.

Mrs. Jean Fassler, chairman of the board, wanted the matter referred to the Hiking and Trails committee, but Clapp told her that this was exactly the problem bike riders had been having for the last four and one-half years.

"We've tried that route for all this time, and we have not yet been recognized," the attorney said.

Another board member, James Fitzgerald, suggested that a land availability study be initiated, while Supervisor William Werder said that he "...can practically guarantee a public hearing on the use of land for motorcycle recreation."

The only other supervisor present, ex-49'er football palyer, Robert S. Clair, did not comment on either proposal.

At that point, Fitzgerald moved to have county manager, M.D. Tarshes, confer with his staff about the problem and report back to the board. The motion was seconded and carried.

Mrs. Fassler then moved on to the next item on the agenda, while Clapp tried unsuccessfully to have a dealine set on the county manager's report.

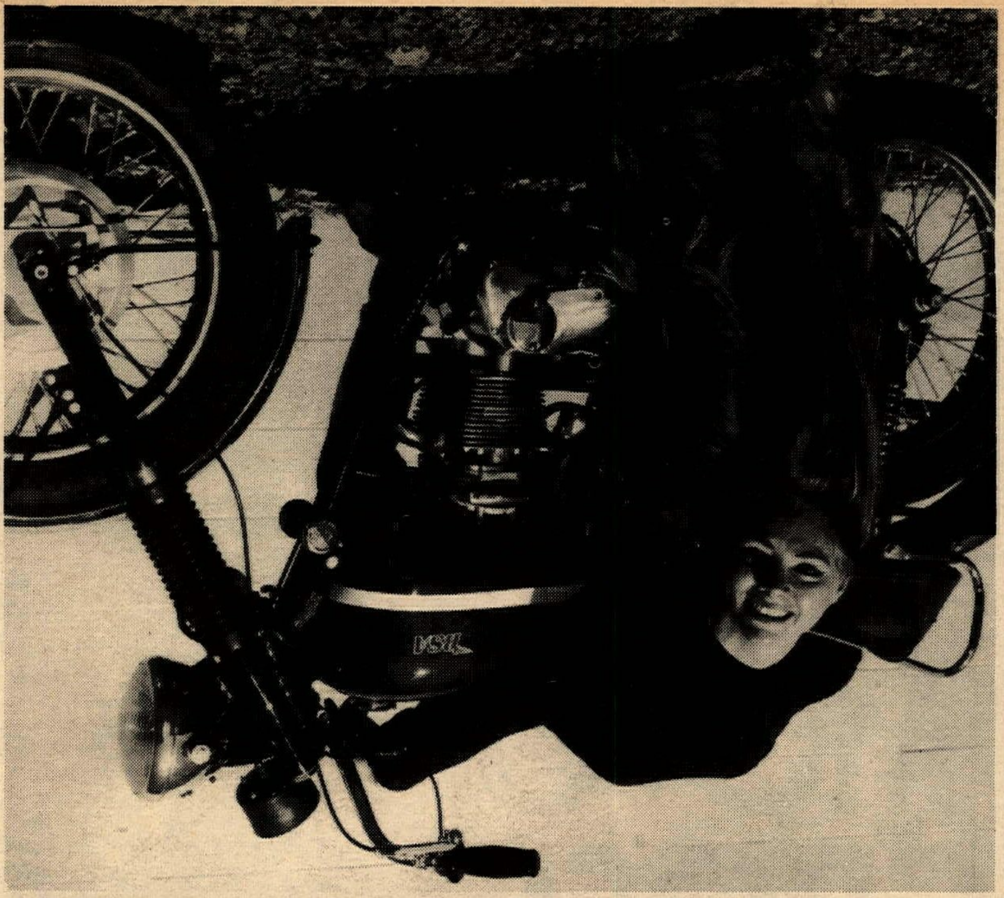
Most people attending the meeting were apparently dissatisfied, feeling that action only had been shelved, as had been the case many times in the past. But upon reassessment, one group spokesman felt that motorcyclists were a step nearer their objective.

The spokesman pointed out that it is standard procedure for government to study any new proposal. And since the major bottleneck – the Hiking and Trails committee – has been bypassed, the spokesman felt it was only a matter of time until the facilities become available.

Motorcyclists in the San Mateo area were urged to write to the Board of Supervisors about the need for a facility.

"These people (supervisors) would, without a doubt be astonished at the extent of motorcycling in this area. Write or phone these people and express your views. After all, they are the keys to the land we need," the spokesman said.

For further information about the campaign, readers were advised to call Alan Bygdnes (415) 368-6475, evenings, or Cycle News North (415) 934-1995.



Pretty Bertha Selma Atkinson, one of the many theme girls for the forthcoming Cycle '70, is shown here astride the 250cc Barbara Groupp. One of the few machines featuring up-flowing hair, the Barbara Groupp was designed primarily for Scrambles and Enduro competition.

Awards Galore For Cycle '70 Entrants

In addition to the many fascinating exhibits in the CYCLE '70 show there will be one of the largest turnouts of privately entered show bikes ever seen in the United States. Competing in twelve classes, show entrants each receive a minimum of a two feet high trophy as a participant. The "People's Choice" trophy, nearly five feet high will go to the official entry receiving the largest number of votes by the patrons of CYCLE '70. Last year's winner was Frank Conley's 1937 Excelsior and won Frank a trip for two to Hawaii.

A questionaire sent to the last year's entrants indicated that most owners would rather have a lesser award for the "People's Choice", and more prizes for the individual classes. CYCLE '70 show categories include Antique, Classic, Specialty, Full Dress Custom, Full Custom, Street Custom, Sidecars, Dirt Racer, Drag Racer, Road Racer, Mini-Bike and a Novelty class. Special awards will be given for Best Bike of Show, Best Display, Best Threewheeler, Best Paint, an Engineering Award as well as the People's Choice.

Unusual Cycles Highlight Cycle '70 Show

CYCLE '70, the 4th annual San Francisco motorcycle show, opens next Wednesday for five days at Brooks Hall in the Civic Center. Among the hundreds of feature cycles that will be displayed will be a three wheeled cycle powered by an Oldsmobile V8 engine. Built at a cost of over $10,000.00, this hand built showpiece features a 1923 Model T passenger compartment while the driver sits on a special cowling over the engine. Entitled "Home Brew", this creation was the brainchild of Ron Ebert of Sacramento.

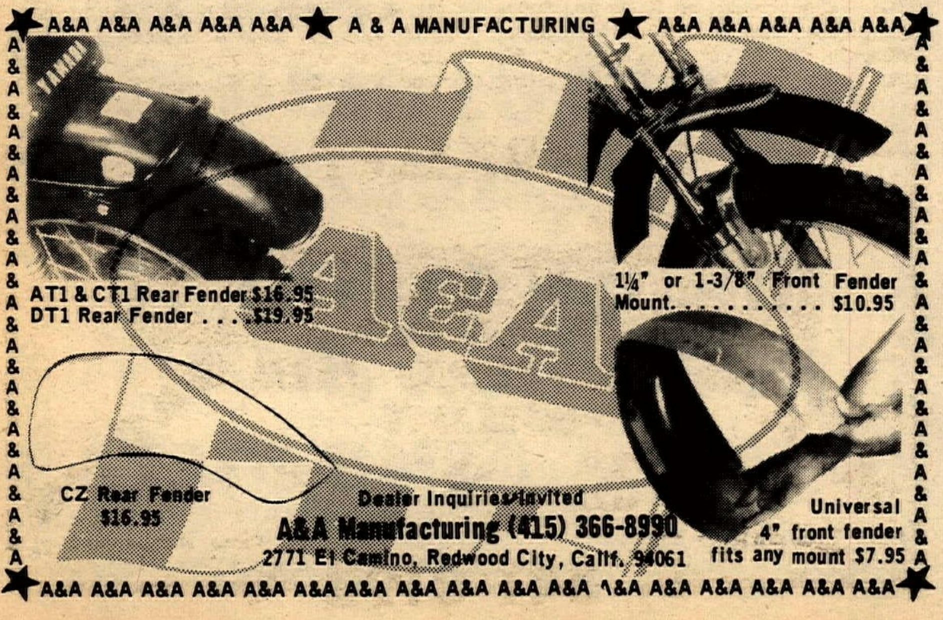
Other special feature cycles will include the Harley Davidson of Michael Parks from the "Then Came Bronson" TV series. A special twin engined streamlined cycle built by Don Vesco of San Diego will also be on display. Vesco's machine was built for the 1969 Bonneville speed trials, however, due to the poor condition of the famous salt flats, he was only able to clock 227 miles per hour! Of particular note is that Vesco never shifted into his final gear and that the total displacement of the two 2-cycle engines is only 750cc or approximately 45 cubic engines! Vesco's streamliner, which is officially the world's fastest two cycle, will be on display in the Motorcycle Weekly exhibit. The weekly newspaper has arranged for shipment of the hybrid racer to San Francisco for the CYCLE '70 show.

A record number of entries from the Classic and Antique Motorcycle Association will highlight the CYCLE '70 show. Cycle dating back to 1910 will be on exhibit. Now extinct Indians, Vincents, Ariels, and Clevelands will highlight the C.A.M.A. display. A rare 1936 Simplex servi-cycle, a U.S. Army three wheel utility cycle, will also be featured, as well as a 1923 Indian with the original passenger sidecar.

Entries in the show competition portion of CYCLE '70 have been received from all parts of the west coast. The show bikes, an added feature in last year's CYCLE '69 show, was so well received, the producers are building this portion of the show to compliment the commercial exhibits.

Tie For CMC CZ Trophy

Bob Grossi, a Senior riding a Husky at CMC motocross events and Steve Foster, a Junior mounted on a Bultaco are not tied for the CMC CZ series, after 3 races. After the 6th series race in April a new 250 CZ will be presented to the winner. Steve and Bob have both won the same number of motos.



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Literally knuckle to knuckle, two riders scramble for position at the Salinas Ramblers M.C. Scrambles, held two weeks ago.

Ramblers, #1 AMA Club, Host Meet

By Bill Spencer

SALINAS, CALIF. Mar. 22, 1970 – The Salinas Ramblers M.C. is #1 this year, and they proved why with the grand finale Scrambles of the winter season.

AMA awarded the club the title for the second time in three years.

The number of riders had fallen for this last event, as many had already put on flat track rubber. But the racing was just as spectacular.

Norm Seidel survived a brutal spill in the 650cc and 500cc Expert go. But after the second restart, he was long gone until the last two laps, when San Jose's Manny Simas started to cut a trail and close the gap.

The big four strokes are still great to watch but the speed and handling rests in the smaller, lighter bikes.

The fastest man around the tricky, rutty sand pit was Expert Al Kenyon, on a new Bultaco. Kenyon had an extremely poor start and had difficulty catching up in the first few laps. He really made a great show on the last two laps, though, as he caught and passed second place John Gennai and finally the leader, Gene Conant. Kenyon made up time in the corners and down hill, which is extremely tricky at speed because of the ruts.

Scott Brelsford, had some exciting moments in winning the 250 Amateur event, as he was forced to go to extremes to beat Dave Pestoni. His style is not altogether different from big brother Mark, who used to race here not many year back.

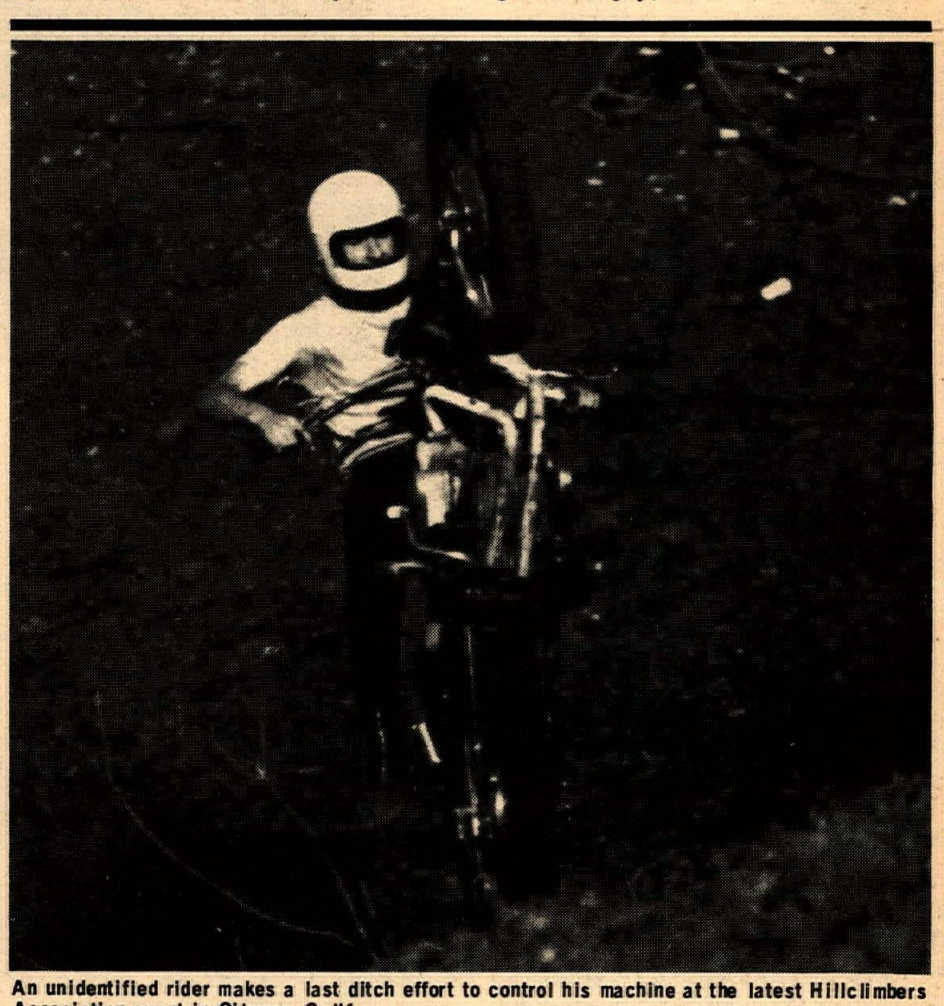
Pestoni and Brelsford have been doing battle quite regularly of late, with the most recent being at Uva Meadows, where the finishing order was reversed.

The 250 Novice affair was won by Wayne Farrell.

George Graham, got by Sprint mounted John Hood over the jump in the 350 Novice bout and held on for the checkered. The Harley would pull way ahead of Graham's Bul in the stright, only to lose some ground in the turns.

Dick Lind barely beat out Dave Harris in the 500 Amateur go, as Harris charged hard in the last laps on his 250 CZ, to finish right behind the Maico. Dick Steinke did a credible job of finishing third on a Triumph that closely resembles a Bultaco in its outward appearance.

At the completion of the regular main, a 10 lap Sweepstakes was held for all 1st and 2nd finishers. The course was run in reverse, and Dan Stokes narrowly beat out young Breslford. Stokes had won the 500 Novice event and charged by the 250 pilot at the start. But Brelsford got with the program, caught up quickly, but simply couldn't get by. It was such a good ride, however, that Scott was also given a trophy.



An unidentified rider makes a last ditch effort to control his machine at the latest Hillclimbers Association event in Gilmore, Calif.

Hillclimb Assoc. Holds 2nd Meet

By Margie Oxford

GILROY, CALIF. March 22, 1970 – A newly cut 350 ft. 89 degree hill, lured dozens of competitors to this northern California community Sunday, for the Hillclimbers Association's second meeting of the year.

After the running of 100cc and 200cc competition, Dick Oxford and Mel Cunha, riding in the 250cc class, became the first to top the hill, with Oxford getting the win in 11.46 seconds.

As the day wore on, the hill became more treacherous, as wheelies over the top of the hill – or over the rider's heads – became the order of the day.

Bill Thompson won his first trophy in the 650cc Novice class, while his brother Jim, took the honors in 650cc Amateur class, as well as turning in the fastest time of the day, 7.58 seconds.

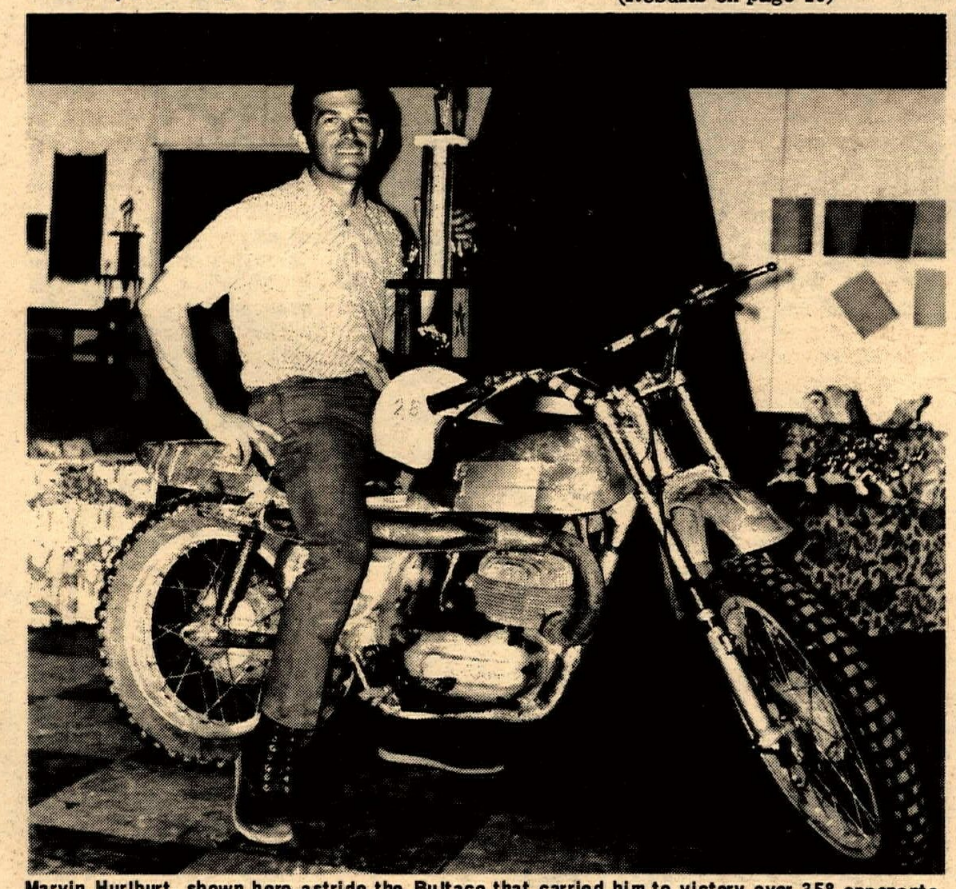
Hurlburt's Bultaco Wins Sawmill Enduro

UPPER LAKE, CAL. Mar. 8, 1970 – Marvin Hurlburt, riding a Bultaco Pur Sang won the Sawmill Enduro at Upper Lake, California on March 8. After 65 miles of slogging at 18 mph Marvin came in first overall. This was the first time in his 5 years of enduros that he had ever tried to calculate his speed to keep it with the 18 mph average.

This year 506 people signed up, but only 359 started. Those other riders must have seen something out there that really frightened them off. Sixty-three hardy souls finished the 65 harrowing miles within the finishing time.

Marvin said there were very few road miles. It was the muddy and wet conditions that troubled most riders, since it had rained the previous week.

(Results on page 19)



Marvin Hurlburt, shown here astride the Bultaco that carried him to victory over 358 opponents in the Sawmill Enduro.

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DESOTO, BAILEY, MANN MEET AT PLYMOUTH

By David Loop

PLYMOUTH, CALIF. March 29, 1970 – Three of the top names in American motorcycle racing came to Plymouth Raceway today and found all sorts of surprises waiting for them.

Dick Mann, Gary Bailey and John DeSoto entertained the sparse crowd at this CMC north event with fine performances. But each superstar had his share of problems.

Mann filled his Ossa's carburetor with a generous percentage of the sandy, wet course and the jam-up cost him victory in two Senior 250 motos. The 1970 Daytona winner jumped into the lead of the first 250 Senior heat and led until his engine became waterlogged and quit.

Then it was in the hands of Bailey and CZ ace, Phil Jacobson.

Jacobson had crashed hard in the first lap, remounted, and worked his way up to second place behind the Greeves Expert. Bailey held off the charge, however, and was the top non-CMC rider in the 250 class.

John DeSoto didn't have engine troubles during the afternoon, but found his own source of woe in a handgrip that slipped off the bars in the middle of a flying jump.

When he made the effort, DeSoto was the fastest man on the course, but he let the pack go after about half of each Senior 500 moto. When he took it easy, CMC north star Bob Grossi became the head man, and his rapid form was excellent as usual.

Both Seniors and Juniors were less than enthusiastic about the condition of the track. Los Angeles Expert John Rice (Sachs) hadn't waterproofed his bike and had more than his share of misery. But when it was running clean, John R. was great. He and Bailey rode 125 Senior and proved conclusively that 125's can go darn fast if the throttle is held open long enough.

Plymouth International lived up to its name this Sunday by hosting three top-notch motocrossmen from Canada. Two of these visitors were among the smoothest men on the course, throughout the day. Bob Underhills (Greeves) and Bob Mutch (Hus) noted that Canadian motocross normally ties social events, such as barn dances in with the racing.

(Results on page 19)

John DeSoto, Gary Bailey and Dick Mann rest between motos at Plymouth Raceway. Flowers are indicative of an early spring, and a thrill-packed season of racing in northern California.

Potholes Pock Mark Cross Country Run

By Bob Laird

Several miles west of Moses Lake (Grant County), Washington, the Everett Motorcycle Club put on another of their desert rides.

The weather up to starting time was quite foggy, and there was concern the riders would not be able to see the smoke bomb for the start, buat at ten a.m. the sun appeared, the smoke bomb went up, and the starting gun signalled 414 riders off to a ROARING start.

The course was originally planned to be three 30 mile loops, but the water level in the Pot Holes was up higher than usual at this time of the year, and some ground was lost for the course. The final distance was a twisting, up and downhill 27 mile loop which the riders rode three tims. The course was ideal for riders who love fighting mesquite, sand dunes and water hazards, but it was conquerable for even small c.c. bike riders with a certain amount of guts.

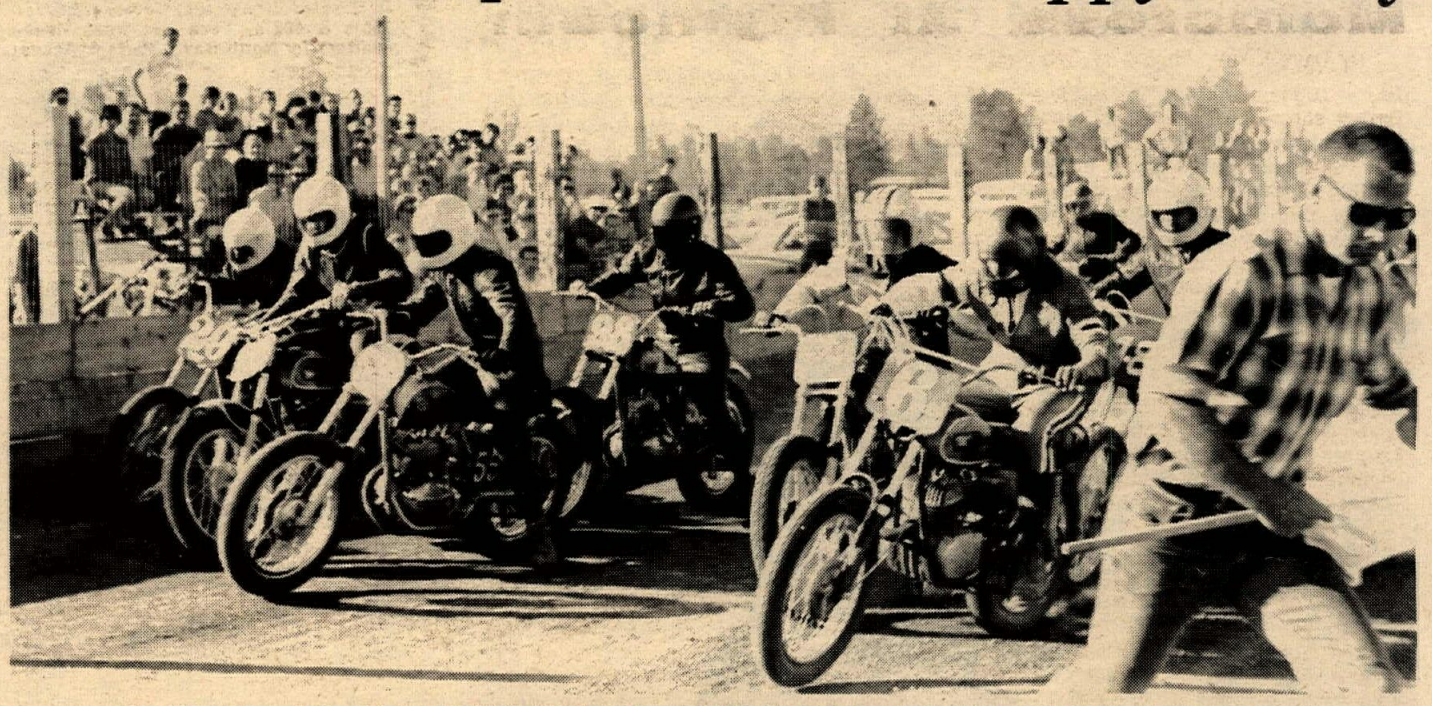
All riders in five different classes competed together. The first rider to complete the run, and also the overall winner was Bill Stuth of Renton, Washington, riding a 405 Husky 8-speed. Ken Habeck came roaring in to pick up second place in the 500 class. Ken, who is well-known in Western Washington for cross-country riding, when asked what he thought of the course, replied "Beautiful! I just hummed right through it!" Ken was also riding a Husky 8-speed. Lloyd Hashbarge pulled a third in the 500 class.

The Open class was won by Jim Strode, and second place went to Bill Guttromson. The 125 class winner was Craig Brewer, second place. John Wadkins, and third was Dick Beighton. In the 200 class Curt Brewer won the big trophy, followed by Doug Graves and Bill Morrison.

In the 250 class Jack Phillips on an 8-speed Husky came in with a big smile on being first, followed by Bill Binkley on a Greeves, Chris Akerblade on a Suzuki, and Jim Noble on a Yamaha.

The Everett Motorcycle Club wishes to thank the many riders who make these rides possible by their continued support and enthusiasm. We hope to see you again in the future.

Shasta M.C. Opens 1970 At Happy Valley



As riders grapple for position, undoubtedly the fastest man off the line was the starter, pictured ducking off to the right.

By Edna Conway

ANDERSON, CAL. Mar. 22, 1970 – The Shasta Motorcycle Club held their first scrambles of the 70 season at Happy Valley Raceway.

Most exciting race of the day was the 250 Expert Main when Bob Hurst and black plate #1 Jim Foley fought a back and forth battle for first position. Jim just barely aced Bob out as they charged down the straightaway to the finish line.

The track had been covered with water the week before and after being drained it was in top shape. It was very rough, rutty and very dusty which disguised the chuck holes for the riders further back in the pack.

Qualifying heats and consolation races were run to see who would be eligible to transfer to the nine main events.

Directly in front of the grandstands was a beautiful jump about 10 foot high which thrilled spectators as the bikes sailed over it. Following the jump were several right and left turns ending with a sweeping turn and a fast straight away to the finish line.

(Results on page 19)

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Jagow Wins Hare Scrambles In Oregon

By Larry Ulrich

BEND, ORE. Sunday, March 15 – The Cascade Motorcycle Club held a Hare Scrambles, 23 miles east of Bend, Oregon. Sixty eight riders rode three laps around the 19 mile course, consisting of sagebrush, fire roads, rocks, pine trees, rocks, little used desert roads and more rocks.

The club will present another race soon and promised to have fewer rocks.

Dick Jagow of Milwaukie, Oregon was the first finisher, in one hour 50 minutes, riding a 360 Greeves. Second overall was Charles Standiford of Eugene on a 250 CZ.

Randy Limbeck of Redmond, Oregon surprisingly placed seventh overall and first in the 125 class on a Penton. Mike Hubbs of Eugene, Ore. won the 100 class.

(Results on page 19)

Milwaukie, Ore. racer, Dick Jagow, displays the trophy he won three weeks ago at the Cascade M.C. Hare Scrambles.

Kapus Tops In Washington Scrambles

By N. A. Williams

WOODLAND, WASH. March 22, 1970 – Gary Kapus collected five trophies Sunday, riding his three Kawasakis to victory in 100cc, 200cc and 250cc competition. And only a bad start prevented him from grabbing a sixth trophy in the 250cc dash, where he still managed to come up and take the number four spot.

The day was clear, and at noon 160 riders started their engines to begin practice. They found the track dry and fast; too dry for some of the riders, who still had knobby tires on their bikes.

The knobs tore the track up fast and made the riding tougher as the day wore on. The track was graded between races, but it became rough again in just a few laps.

This made for a lot of spills, and harsh words, but nothing serious in the way of injuries occurred.

Ike Reed was another big winner at this race, taking trophies in three events. He rode a Yamaha in the 200cc class and a Maico in the 250cc and 360cc classes.

One of the biggest turn outs in Open class competition saw some of the regulars take home trophies. They were, Neal Hulet (Honda), Steve Scholz (BSA), and Howard Bushman (BSA).

An added attraction at this race was a side-hack demonstration put on during the intermission. Bob Weaver rode the hack as Bob McAllister made a few fast laps for the fans.

(Results on page 19)

Professor Bailey Teaches Motocross At Plymouth

By Dave Loop Photos by Bob Kraft

PLYMOUTH, CALIF. March 28 – Gary Bailey showed sixteen eager motocross riders how it's done today at this northern California course, and the general opinion of the riders was that Gary is one of the more qualified instructors around. Bailey has been conducting a series of these schools in California, and soon plans to head out of state again to demonstrate proper motocross technique in Washington, Colorado, Texas and Kansas.

Gary started things off with a riders' meeting and an explanation of the importance of proper clothing and headgear for motocross riding. Then the course became his classroom, and he brought students to a better understanding of just what it takes to win at motocross.

Gary reminded the class that one of the main purposes of his motocross school is to correct chronic riding erros that keep motocrossers from doing as well as they might – if they used common sense. In fact, Bailey showed that common sense is one of the most valuable assets a rider can have when he competes in motocross. "Why hammer yourself to death in the rough stuff, when you can find a moother line?", Gary asked his students. And then he showed that careful thinking (combined with a generous helping of talent) can cut many seconds from lap times.

Gary put local motocrossers through many paces, teaching them starting and braking techniques, proper body english, and how to traverse deep mud and sand sections. Gary is an advocate of both trials and trails as preparation for motocross, and he voiced great respect for the great skill of many trials masters. He also philosophized on European riders, saying that "The quality of European motocross riders is just first class – they take riding seriously and it shows."

After organized instruction, Gary led the class on a chase through the cow pastures and meadows surrounding the Plymouth track. Later on in the afternoon he demonstrated his now-famous balancing act on a stationary motorcycle. Gary can crawl all over a stationary bike for minutes at a time – standing on the seat, balancing on the bars and so on. His performance delighted the enthusiastic crowd. He is both a showman and a gentleman.

Here's a schedule of coming Gary Bailey Riding Schools: April 3, Plymouth, Calif. (Gary and Lars Larsson); April 18, SeaFair City, Seattle; April 25, Layfette, Colorado; May 2, Green Valley Raceway, Austin, Texas; May 16, Topeka, Kansas; May 29, Coffeeville, Kansas.

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The Anzac air is ripped asunder by the violence of the changing 500 Experts. Dennis (98) Keefe, Desert Ace Whitey (U4) Martino, Mike (23) Bast and Canadian Ron (C) Keys crest the crowded first jump. Winner Jim Wilson is of course out of sight...just out of sight.

Terry Bilton won three 500 Jr. motos and is on his way to w
Sachs. We'll see next week.

More used to fast desert trails than twisty motocross courses, Terry (70) Clark was one of the last to be passed by Wilson (3).

EASTER AT ANZAC

Photos and Story by Terry Pratt

PALMDALE, CAL. Mar. 29, 1970– International Racing Enterprises moved motocross to the high desert this Easter weekend and brought with them the Easter bunny, at least a hundred kids scrambling for plastic eggs, sunny (if windy) weather and some top notch wheel to wheel racing.

Ably assisted by the Four Aces M.C. the organizers put on a well run show with a minimum of hassles.

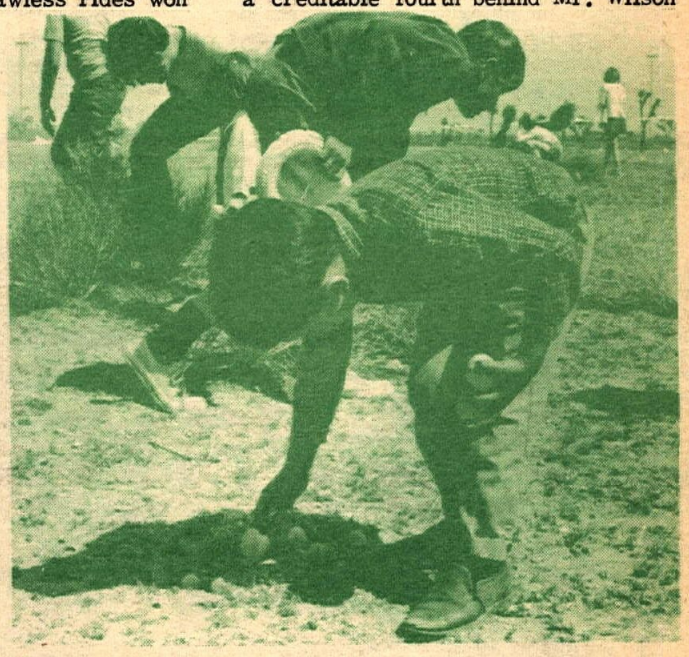
The Anzac course, built recently near Palmdale, is a long, twisting affair with high speed jumps and endless bumps. That desert sand has the same compaction properties everywhere and the course could be described as a "Ponderosa with turns".

Jim Wilson brought along his flying circus of various sized Greeves Griffons and toward the end of the day it was almost ho-hum until second and third came into sight so the spectators could watch some action. Jim's flawless rides won his six motos in both the 250 and 500 Expert classes. Flawless? Well, not quite.

In the first 250 Expert race Jim and another collided in mid air going over the first jump and found themselves on their hands and knees dodging the rest of the pack. Jim picked everything up and used the remaining six laps to catch and pass everyone in sight. The last to fall to Jim's charge was Terry Clark who rode out of the desert on a Yamaha in one of his rare motocross appearances.

Terry showed everyone that he didn't need lime marks to show him the way around and took a second in class after racing well with Wilson and Bruce Baron in the 250 Expert program.

Another desert ace who came out to give motocross a try was Dist. 37's number one big bike rider, Whitey Martino. Whitey said he wasn't used to all the turns and gear shifting and noted there were no big 100 mph slides to do here. Whitey rode the 500 Expert class and took a creditable fourth behind Mr. Wilson (who was never seen after the flag dropped), Mike Bast and Bob Steffan.



The Easter egg hunt attracted a mob of youngsters. Some sought the eggs, most were working for the Minibike that was given away.

Visiting Canadian Ron Keys was having trouble adjusting to his new bike and to the western style race course and finished fifth. He left this week to return to Eastern Canada after what he called an enjoyable winter season in California.

Bast used his speedway experience when he found himself behind in one or more motos. The left hand turn at the end of the straight opened onto the broad starting area. On numerous occasions Bast was seen in horrendous slides using almost the full 40 yard width of the rocky starting chute in order to arrive at the entrance to the rest of the course a full 15 mph faster than the riders that took the shorter but slower line. Bast didn't have it patented; Wilson used it to catch up too.

Terry Bilton won all three motos in the 500 Junior fray ahead of Mark Shook and young Larry Watkins. Terry and Larry rode Maicos. Mark's was a Husky. Terry's win puts him in the lead for the 125 Sachs to be given away after next week's IRE race at Anzac. Another Sachs will go to the Senior with the best performance and Dave Rodgers is tied with Jim Wilson for that one. Dave just won a Penton last week in the CMC series. Dave picked up his points by winning all of his 125 Senior races after a tough go with Bryar Holcomb and his Sachs.

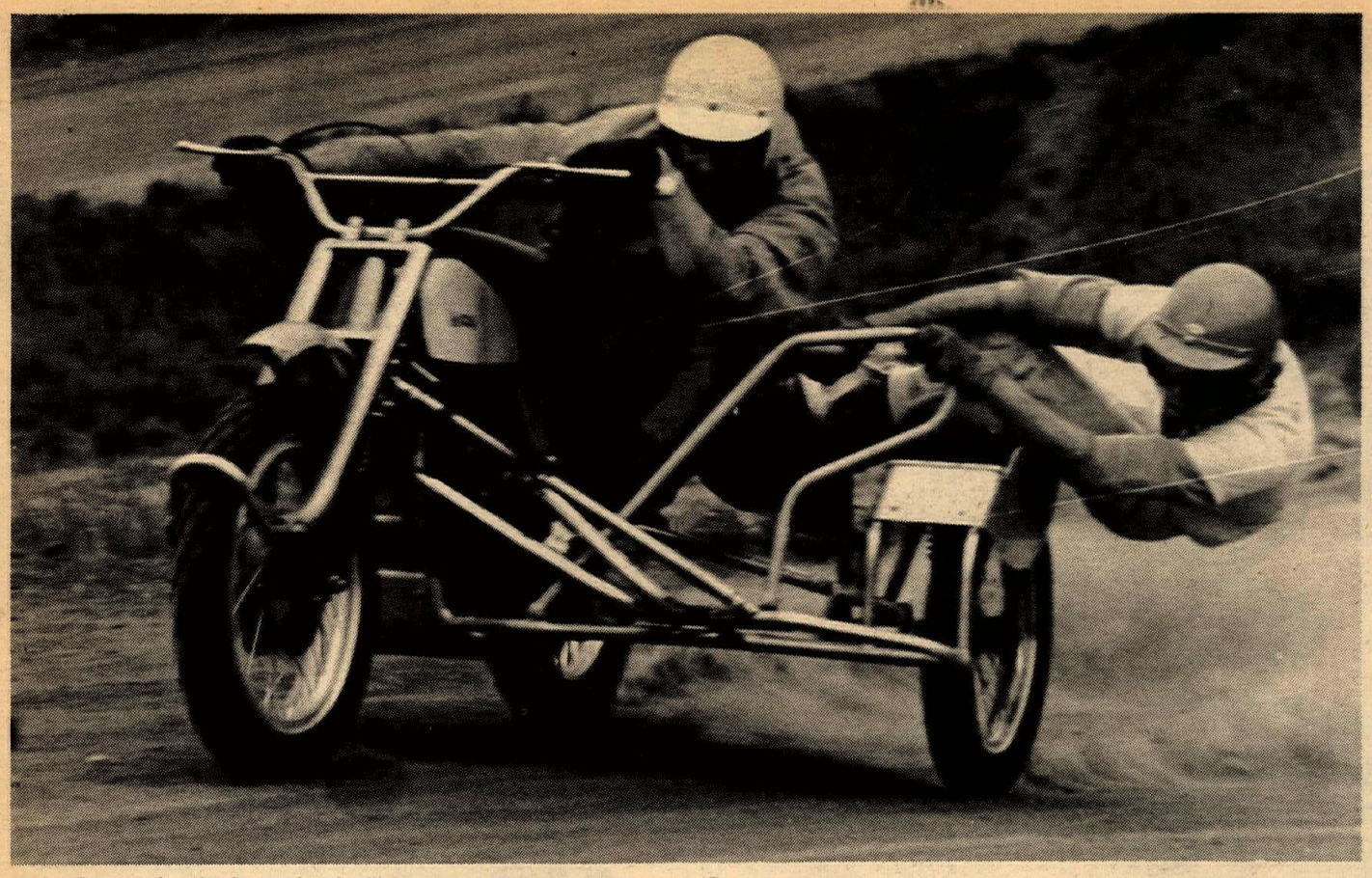
John Maroney Jr. and Al Wurtzel provided the close action in the 250 Jr. Div. II race with Mike Todd ready for a mistake. Wurtzel's CZ threw a chain in the first moto and he and Maroney traded first and second in the next two heats.

Bill Clements won the other 250 Jr. Div. for Husky but he got a real surprise in the second moto when Raul Escamilla

(Continued on page 25)

Ron Rakisits and Steve Armstrong fought tooth and nail around the long stony Anzac course.

KNOW



Everyone's a beginner when he first gets on a sidecar rig.

After a few years of dirt riding it becomes easy to think that riding a motorcycle is something that comes naturally. When you figure that you have mastered the subtleties of sliding a knobbie around a turn or flying over the jumps in good style, spend a morning riding a motocross sidehack. In a twinkling of an eye you become a third-rank Novice again. The most experienced bike rider would be a beginner as soon as he got on a hack. Worse yet, much of the experience gained in dirt riding must be un-learned before you start to feel comfortable on a three wheeler.

We had these facts driving home with no uncertainties this week when the Cycle News test staff got an invitation to help Kelvin Franks try out his shining new Triumph powered side car rig. Kelvin is well known to SoCal motocross riders as being one of the guiding lights of the CMC which is just about the most active motocross club around.

When we arrived at Kelvin's new Costa Mesa shop we gave the strang conveyance the once over. It's called a Wasp, it comes from England in kit form minus engine, wheels, shocks, controls etc. Kelvin finished it off and says it now for sale.

The front forks resemble recent Greeves "banana", or "springer forks" except that they are turned backwards. That makes them "trailing link" and they look very strong. They have to be. Because of sidecar's inherrent tendency to have all three wheels shear off in opposite directions, all components (especially forks and wheels) are under terrific stress. That's why there is more to it than just bolting a chair to your old 40 incher. Successful motocross sidehacks are designed for that purpose from the floor up. The "bike" part of the rig wouldn't make a practical solo mount.

Unlike road racing kneelers, the hack is bolted to the frame rather than welded up as a unit. The third wheel has its own swing arm and spring/shock unit. Passenger accommodations include a cushioned seat over the wheel, a grab bar bent into strategic locations on the outboard side and a single foot peg on the opposite side of the bike.

The fiberglass tank, seat and panels were finished in yellow which set off Kelvin's flat black Triumph engine and the nickle plated frame. We were lots impressed and a little apprehensive.

The jumps never did feel quite right. That didn't keep it from being fun. As soon as you can get your "monkey" trained things start to smooth out.

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ABOUT BIKES? TRY A HACK.

We tossed the whole works into the truck and split for Saddleback Park.

Kelvin started the snarling twin and the entire machine shook and bristled. He motioned for me to mount the platform and the apprehension disappeared.

Fear took its place.

The starting area for the Saddleback motocross couse is a long uphill stretch with undulations that a solo rider can wheelie right over. Kelvin held the power on and as the besast jumped over the first rise it tried to swap ends. When it came down the driving tire dug in and it tried to swap ends the other way. This happened about five times in a second and a half and I felt fear slipping away... panic was taking over.

We reached the end of the straight and slowed for the first left hander. Remembering what I'd been told about sidecar riding (point your head toward the apex of the turn) I leaned out past the hack wheel, clinging to the grab bar. We drove on around and it seemed to be more predictable in cornering than in trying to go in a straight line. A short downhill then uphill section brought us to the next turn, an off-camber right hander. I had been concerned about the hack wheel lifting off the ground and was still hanging out away from the bike. About half way around the right turn Kelvin looked down and politely suggested, "we're going the other way now".

Oh! Well sure, I thought, any dolt should know which way to learn. That sort of thing is innate isn't it? Try it if you don't believe it folks, but it is possible to find yourself all stretched out in the opposite direction until you find your way around.

If you do enter a turn in the wrong position it is really tough to correct because centrifugal force works against and it's like climbing uphill to get into the correct stance to keep the whole mess from careening into the weeds.

Dennis Jenkinson who rode as passenger in several world road racing championships has written that a passenger can use the hack's motion to help position himself and thereby keep from needlessly tiring himself. Why then, was I exhausted after the first 500 yards?

On the motocross course we had to contend not only with the turns but the bumps as well. Every slightest hump in the trail seemed to set the rig yawing from side to side while Kelvin wrestled the handlebars. It was fun.

The next obstacle on the course was a soft but steep down hill followed by a left hand turn. I leaned to the correct side this time and we eased down the slope.

Since neither of us claimed to be any good at this game we cooled it using both brakes. What happened next should have been predicted when we first climbed on that beast. I'm only glad that it happened at about 2 MPH. The front wheel crossed up, dug in and the whole shebang went into a slow motion end-over-end.

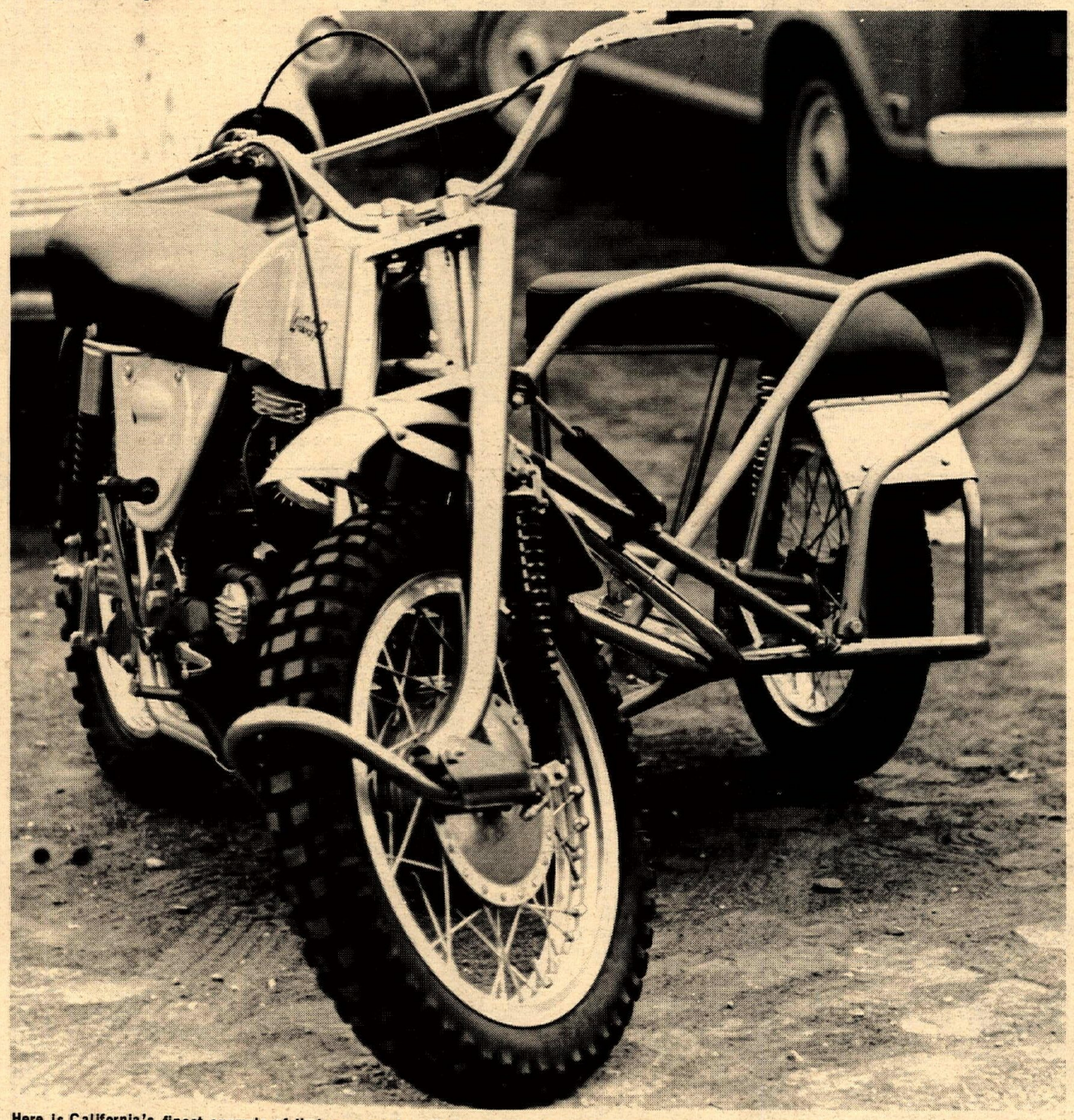
We both were pitched off onto the ground and I looked up just in time to see the yellow and nickel plated monster falling toward me.

I was sprawled flat on my back so I lifted both feet and caught the seat just in time to kick the bike and hack away so it crashed to the ground between Kelvin and myself.

"'Sorry about that." he muttered as we righted the rig and finished our tour of the course.

On the next lap we were approaching another left hand turn and just as I threw myself at arms length the hack made a

(Continued on page 21)



Here is California's finest example of that rare species, the motocross sidehack. Rugged as a bridge, with power like a tractor the three wheeler requires riding skills that are different from those needed in any other form of wheeled sport.

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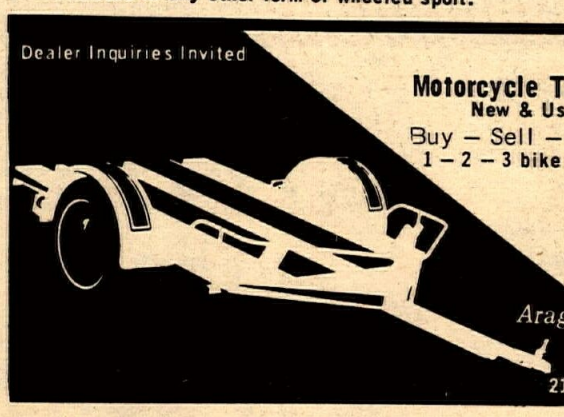

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RESULTS

SCRAMBLES
Woodland, Wash.
March 22, 1970
By N.A. Williams

100cc TROPHY DASH
Gary Kapus Kaw
A MAIN
Gary Kapus Kaw
Brad Mills Kaw
Ricky Graves Kaw
B MAIN
Keith Crimin Hod
Fred March Kaw
C MAIN
Bob Fly Hod
D MAIN
Doug Lien M-B
200cc TROPHY DASH
Gary Kapus Kaw
A MAIN
Gary Kapus Kaw
Keith Forsythe Kaw
Ike Reed Yam
B MAIN
Ricky Graves Kaw
Sig Christensen Kaw
C MAIN
Jim Ross Bul
D MAIN
Brad Mills Kaw
250cc TROPHY DASH
Chuck Joyner Bul
A MAIN
Gary Kapus Kaw
James Einarsson Suz
Ike Reed Mai
B MAIN
Mike Gregg Yam
Dale Pace Kaw
C MAIN
Bill Winters Bul
D MAIN
Tom Spradlin Yam
360cc TROPHY DASH
Jim Smith C-Z
A MAIN
Ike Reed Mai
Wayne Wright C-Z
Fred Siegel Yam
B MAIN
Dale Pace Kaw
Jack Mills Kaw
C MAIN
Kim Coulin Yam
D MAIN
Rich Hotchkiss Kaw
OPEN CLASS T.D.
Neal Hulet Hon
A MAIN
Neal Hulet Hon
Kurt Hansen Hon
Steve Scholz BSA
B MAIN
Howard Bushman BSA
Bill Keyser Hon

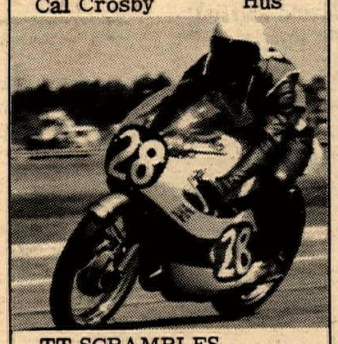
RACE

BOONDOCKERS
MOTOCROSS
Langlois, Ore.
Mar. 22, 1970

BEGINNERS A MAIN
F. Baungartner Bul
Brian Phillips Hod
BEGINNERS B MAIN
Bob Casper Tri
Bill Wehner Suz
100cc EXPERT
Wade Stamp Suz
Jim Henson Hod
Tony Hefner Sac
125cc
Bruce Seguine Sac
Tony Hefner Sac
175cc-200cc
Jim Henson Hod
Elmer Reimer Yam
250cc OPEN
Wade Stamp Suz
Clarence Oliver Yam
KIDS MINI BIKE
Craig Hills Hon
ADULT MINI BIKE
Bob Casper Hon
POWDER PUFF
Nancy Seguine Sac

MOTOCROSS
Salt Lake City, Utah
March 22, 1970
By Larry Knop

100 NOVICE
Tim Bengtzen Hod
Candon Guio Hod
125B
Kevin Croft Yam
Donald Sigler Yam
Will Terry Hod
125A
Woody Lawhon Eag
Jon Henry Yam
175
Steve Burgess Yam
Allan Craig Yam
250B
Jim Curtis Yam
Roger Miller Yam
Mike Binkerd Yam
250A
Bob Brown Hus
Don Fuller Yam
Pete Crandall Hus
OPEN
Jeff Carson C-Z
Ken Guio Hus
Cal Crosby Hus



TT SCRAMBLES
Anderson, Cal.
Mar. 22, 1970
By Edna Conway

100cc NOV./AM.
Danny Tomkins Kaw
Bill Brownell, Jr. Bul
200cc NOVICE
Warren Smith
Dan Dixon
200cc AM./EX.
Kevin Morrison –
Jim Hubbard Yam
250cc NOVICE
Marty Lewis
Mike Wilson
250cc AMATEUR
Jim Vendley Yam
Ron Harlan Yam
250cc EXPERT
Jim Foley Bul
Bob Hurst Bul
Gerald Berquist Bul
Carl Triest –
Jim Crenshaw Yam
350cc NOV./AM.
Danny Esteremado
Ron Peck
OPEN – NOVICE
Sonny Knudson
Butch Harney
OPEN-AM./EX.
Bob Hurst BSA
Carl Tusser –

HARE SCRAMBLES
Bend, Oregon
March 15, 1970
By Larry Ulrich

OPEN CLASS
Dick Jagow Gre
John Taylor C-Z
Ron Kinsfather Gre
250 CLASS
Chas. Standiford C-Z
Keith Nersth C-Z
Dick Fish Gre
125 CLASS
Randy Limbeck Pen
Larry Brooks Yam
Roy Burke Sac
100 CLASS
Mike Hubbs Kaw
Mike Ahalt Hod
Jay Spady Hod

TT SCRAMBLES
Perris, Ca.
March 29, 1970
by Elaine Jones

50cc POWDER PUFF
Sandra Lampbert Yam
Lorri Fuller Kaw
Marc Jones Suz
100cc NOVICE I
Bill Dobbs Kaw
Robert Edge Kaw
Tom Stanford Hod
John Montez Kaw
100 NOVICE II
Kay Kanaki Yam
Sidney Whitson Kaw
Steve Stanfield Kaw
Steve Okuda Kaw
100cc AM & EX
Doug Mason Kaw
Richard Sweeney Daw
Rob Morrison Kaw
Jeff Sexton Kaw
125 NOVICE I
Kay Kanaki Yam
Randy Baily Yam
Joe Carmello Yam
Phil McDonald Yam
125cc NOVICE II
Larry Lund Yam
David Gailliat Bul
Roy Addington Bul
John Mudd Yam
125 AM & EX
Steve Nichols Yam
Bill Dobbs Kaw
Paul Lambert Jr Yam
Jeff Sexton Yam
175-200 AM & EX
Jamey Blunt Oss
John Swinko Bul
Carey Goodman Bul
Howard Gipson Kaw
250 NOVICE I
Toby Stanford Bul
Jim Barnes Yam
John Carmello Yam
Stu Cox Bul
250 NOVICE II
Randy Catherall Bul
Jim Casey Jr Bul
Bruce Kissick Kaw
Larry Pureall Yam
250 NOVICE III
Don Palmgren Yam
Randy Bailey -
Tom Worfolk Yam
Eddie Meyer A-E
250 AM
Richard Gann Bul
Pat Lynch Mai
HughLong Bul
Chuck Tidwell Mai
250 EXPERT
Steve Nichol Yam
Doug Mason Bul
Karl Wilson Bul
Dennis Creason Bul
NOVICE MOTO
D. Mackelprang
Paul Lass Mai
David Atkinson Tri
Edward Rea Mai
AM MOTO
Andy Skeel H-D
Larry Murphy Tri
Bob Rudd Hon
Roy Griffing Mai
EXPERT MOTO
Vince Graves Mai
Gary Griffing Mai
Swede Savage Tri
Glen Brunson Bul
SWEEPSTEAKS
Steve Nichols Yam

CMC MOTOCROSS
Saddleback Park
March 28,1970
By Ron Szilagyi

100cc JR
B. McDougall Hod
J. Boldt Hod
R. Rowe Hod
J. Bartley Bul
J. Blolock Bul
125cc JR DIVISION I
R. Maeda Bul
M. Rick Bul
R. Myers Bul
J. Culwell Yam
J. Wisdom Yam
125cc JR DIVISION 2
G. Ryder Sac
D. Baydstom Yam
M. Cram Car
D. Wambold Yam
W. Bird Yam
125cc EXPERT
P. Deb
P. DeBeneditti A.E.
R. Benites Pen
D. Emler A.E.
G. Jones Yam
B. Frauenberger Bul
250cc JR DIV. I
R. Rodriguez CZ
J. Rubcio CZ
R. Morita Mai
T. Yolin Hus
B. Belden Yam
250cc JR DIV. 2
M. Nohr Mai
D. Smith Oss
T. Trachy Hus
G. Stokes Gre
M. Randall Oss
250cc EXPERT
T. Hart Mon
M. Runyard Mon
J. West AJS
C. Lunde CZ
T. Rapp Bul
500cc JR
S. Rauch CZ
W. Burrell Bul
E. Abbott Mai
R. Davis Bul
K. Ratzloft Mon
500cc EXPERT
T. Hart Mon
M. Runyard Mon
M. Blackwell Hus
B. Bailey Mai
P. DeBenditti A.E.

HILLCLIMB
Gilroy, Ca.
March 22,1970
by Margie Oxford

Ken Key Pen
Louis Smith Hod
200 NOVICE
Keith Roessler Bul
Robert Silvia Bul
250 NOVICE
Larry Bessey Oss
Robert Mython Oss
Gary Dillard Yam
Harold Myth Kaw
250 AM
Dick Oxford Hon
Mel Cunha Hon
250 EX
Manuel Ponti Bul
Albert Ponti Bul
350 NOVICE
Gary Dillard Hon
Bob Barbee Hon
Fred Yturraldo Hon
Lee Dugos Hon
Mike Martin Hon
500 NOVICE
Chuck Key
Carl Brown Tri
Tom Garcia Tri
500 AM
Roger Voyles Hon
Mel Cunha Hon
650 NOVICE
Bill Thompson Tri
Steve Picatti Tri
Rich Sousa Tri
Chris Intravia Tri
650 AM
Jim Thompson Hon
Robert Myers Tri
650 EXPERT
Albert Ponti Tri
Ron Bertolucci Tri
OPEN CLASS
Jim Thompson Hon

TT SCRAMBLES
Bakersfield, Ca.
March 28, 1970
by Jack Light
50cc EXHIBITION
Joey Rosebury Ygi
Mike Willis Ygi
100cc EXHIBITION
Kenny Parker Kaw
Mike Willis Hod
POWDER PUFF
Carol Randall Yam
Nancy O'Hara Yam
Elaine Smith Yam
100 NOVICE
Jim Thorpe Kaw
Rod Lessley Hod
Stan Sanderson Kaw
100 AM & EX
Jack Jones Suz
Curt Lange Kaw
Don Andretta Kaw
125 NOVICE
Vince Foster Yam
Don McCoy Yam
Carroll Hiland Yam
125 AM & EX
Ron Tobey Yam
Joe Rosebury Kaw
Mike Keener Yam
Steve Baker Yam
200 AM
Art Carter Bul
Randy Matthews Bri
Rick Reed Bri
250 NOVICE
Carroll Hiland Oss
Bob Devan Oss
Wayne Farrell Kaw
Mike Arramibide –
250 AM
Tim Tomlinson Mon
Gary Chismen Mon
Tom White Bul
Wayne Schmidt Yam
250 EXPERT
Joe Brown Yam
George Holland Bul
Charles Gann Bul
Freeman Coulter Bul
Rick Perreis Bul
350 - 500 NOVICE
Ron Ely Mai
Rick Gillis BSA
Henry Conklin Mai
350 AM & EX
Jan Shaffer BSA
Don Harrell BSA
Bob Bennett Bul
OPEN NOVICE
Robert Burman Tri
Tom Lynch Tri
Bill Skinner Tri
OPEN AM & EX
Midge Griffith Nor
Carroll Jackson Tri
Gene Chandler Tri
Jim Lynch Tri

MOTO CROSS
Cuero, Texas
March 22,1970
by John Blanton

125 JR CLASS
Don Frey Yam
Gordon Roundtree Yam
Charles Laves Bul
Marc Bernhard Yam
Tex Osborne Yam
125 SR CLASS
John Loughlin A-E
Perry Lorenz A-E
Bob Howard A-E
Steve Vrandenburg Yam
Jerry Conner A-E
250 JR CLASS
David Fowler Kaw
Jeff Godfrey Yam
Don Ham Oss
Jake DeBoe CZ
Bill Chaney Hus
Don Strasheim Yam
250 SR CLASS
Bob Graham Hus
Robi Holbert Yam
Bill Kasson CZ
Greg Graham CZ
John Miller Bul
OPEN CLASS
Don Kirk Hus
Ramon Dasch CZ
Steve Brock Mai
Doug Parks CZ
Don Osborne Mai
Charles Eckhart Bul
Jim Phillips Mai

SCRAMBLES
Ramblers M.C.
Salinas, Calif.
March 22,1970
by Bill Spencer
100cc NOVICE
Dan Cosio Kaw
Randy Booth Bul
Bill Vanderlaan H-D
100cc AMATEUR
Gordon Seim Hod
Ron McGuire Hod
125cc NOVICE
Mike Tracy Pen
Jim Young Yam
Doug Harley Yam
125cc AMATEUR
Bill Graham Yam
125cc EXPERT
John Brown Yam
200cc NOVICE
Kermit Krufler Yam
Charles Wheeler Bul
250 NOVICE
Wayne Farrell Kaw
Dick Hack CZ
Pat McCaul Kaw
250 AMATEUR
Scott Brewford Bul
Dave Pestoni CZ
Bill Castor Mai
250 EXPERT
Al Kenyon Bul
Gene Connant Bul
John Gennai Bul
350cc NOVICE
George Graham Bul
Quanah Shepard H-D
Dick McCauley Mai
500 NOVICE
Dan Stokes CZ
John Hood CZ
Rich Porter Mai
500 AMATEUR
Robert Lind Mai
Dave Harris CZ
Dick Steinke Tri
650 NOVICE
Larry Neff Tri
Rich Broquet Tri
Gerry Fureria Tri
650 AMATEUR
Fred Czika Tri
Ron Kain Tri
500 & 650 EXPERT
Norm Seidel Tri
Manny Simas Hus
Don Wilson Mai

TROJAN SPEEDWAY
South Gate, Ca.
March 27,1970
by Eddie Smith

TROPHY DASHES
100TT
Jim Raymond Yam
125TT
Jim Raymond Yam
250TT
Jim Raymond Mon
125 FLAT TRACK
Larry Shaw Bul
250 FLAT TRACK
Larry Shaw Bul
MAIN EVENTS
100 TT
Jim Raymond Yam
Joe Ambrose Hod
Paul Wilde Yam
Larry Shaw Kaw
Bob Hosford Bul
Bob Sanders Kaw
125 FLAT TRACK
Scott Autrey Yam
Larry Shaw Bul
John Sperry Yam
Tom Warren Bul
Jim Tabler Yam
Jim Raymond Mon
250 FLAT TRACK
Larry Shaw Bul
R.W. Ring Hod
Jim Raymond Mon
Larry Moon Bul
Carl Byers Yam
Irwin Moon Bul
125 TT
Jim Raymond Yam
Tom Flynn Yam
Mike Kenna Yam
John Dayan Yam
Mike Hansen Yam
Robert Bruce Yam
250 TT
Jim Raymond Yam
Tim Hart Mon
Mike Curoso Bul
John Vandergust Yam
Larry Moon Bul
Tom Warren Bul
100 FLAT TRACK
Paul Wilde Yam
Jim Raymond Yam
Mark Rovels Kaw
Larry Shaw Bul
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March 15, 1970

*Rick Vesco	Sac	1st 125 Ex
*Lewis Baker	Hus	1st Open Ex
*Perry DePalmer	Yam	1st 250 Ex
*Terry Brown	Hus	2nd 250 Ex
*Gay Braudaway	Hus	3rd 250 Ex
H.L. Gunn	Hus	4th 250 Ex.
Bob Grouleff	Hus	2nd Open Ex
Armono Caprio	Yam	5th 250 Ex
Mono Fox	C-Z	3rd Open Ex
Joe Stemmer	Tri	4th Open Ex
*Mike Harper	C-Z	1st 250 Nov
*Bob Grant	Hus	2nd 250 Nov
John Stansbeary	Hus	5th Open Ex
Scott King	Mon	6th Open Ex
*Joe Vaine	Kaw	3rd 250 Nov
*Chuck Vesco	Sac	1st 125 Nov
*John Burrell	Oss	4th 250 Nov
Charles Nyman	Yam	5th 250 Nov
*Ken Craw	Sac	2nd 125 Nov
*Doug Nelson	Pen	3rd 125 Nov
Merle Clements	Gre	6th 250 Nov
Bill Silverthorn	Hus	7th Open Ex
Frank Carrasco	Yam	7th 250 Nov
Gary McElrath	Sac	2nd 125 Ex
Norm Moss	Yam	4th 125 Nov
Peter Rohfleisch	Hus	8th 250 Nov
Robert White	Hus	9th 250 Nov
George Favst	Mon	10th 250 Nov
Charles Schmidt	Yam	11th 250 Nov
John McBride	Sac	5th 125 Nov
Budd Willis Jr.	A-E	6th 125 Nov
Rom D'Agosta	Yam	12th 250 Nov
Ray Lopeman	Yam	7th 125 Nov
Dane Wagner	Mon	13th 250 Nov
*Charles Bennett	Hon	1st 100 Nov
David Locke	Kaw	14th 250 Nov
Bill Newgent	Gre	6th 250 Ex
Ron Taylor	Bul	2nd 100 Nov
*Bob Recker	Ric	1st Open Nov
Mark Stevens	Pen	8th 125 Nov
Scott Naliboff	Pen	9th 125 Nov
*Jack Hettinger	Hod	1st 100 Ex
Adam Padilla	Bul	2nd Open Nov
*Bob Mulkins	Yam	1st 175 Nov
*Carol Gooding	Hod	1st Pow Puff
Tom Hettinger	Hod	3rd 199 Nov
Bob Niles	Yam	15th 250 Nov
Budd Willis	Hus	7th 250 Ex
Gene Fetty	Hus	8th Open Ex
Kim Gifford	Hus	8th 250 Ex
Rick Hormer	Kaw	2nd 100 Ex
Gary Askins		9th 250 Ex
Gerry Breid	Sac	10tj 125 Nov
Gregory Cash	Hus	16th 250 Nov
Mickey Quade	Hus	10th 250 Ex
Thom Luke	Kaw	17th 250 Nov
Tom Brown		11th 250 Ex
Donald Chard	Pen	11th 125 Nov
Jerry Brittain	Hod	4th 100 Nov
Jerry Jones	Tri	9th Open Ex
John Kenyon	Yam	12th 250 Ex
T. Hildebrand	Yam	12th 125 Nov
James Sartain		3rd Open Nov
Claud Henderson	Mai	3rd 125 Ex
Jerry Jones	Bri	5th 100 Nov
Harry Hayes	H-D	3rd 100 Ex
H. Nottingham	Pen	13th 125 Nov
Jerry Hull	Pen	14th 125 Nov
Albert Oritz	Yam	18th 250 Nov
Richard Como	Hus	13th 250 Ex
L.E. Slaughter	Hus	14th 250 Ex
Gil Nioay	Sach	15th 125 Nov
Don Anderson	Yam	19th 250 Nov
Frank Carson	Bul	16th 125 Nov
Bill Ford	Bul	2nd 175 Nov
D. Blackburn	Yam	20th 250 Nov
James Matthes	Yam	3rd 175 Nov
Bill Russo	Hus	4th Open Nov
Randall Roberts	Yam	4th 175 Nov
Bert Green	Bul	5th 175 Nov
David Clark	Gre	15th 250 Ex
Roger Johnson	Kaw	17th 125 Nov
Harry Brown	Hus	5th Open Nov
T. S. Hornidge	Kaw	21st 250 Nov
Kenny Gora	Yam	22nd 250 Nov
Jack Sweeney	Bul	23rd 250 Nov
Mike Murphy	Yam	24th 250 Nov
Gary Ackelson	Yam	18th 125 Nov
Jim Birdsong	A-E	19th 125 Nov
Robert Weir	Hus	25th 250 Nov
Robt. Bacastow		26th 250 Nov
David Elsperman	Gre	27th 250 Nov
Mike Konshak	Gre	16th 250 Ex
Eddie Foland	Pen	4th 100 Ex
Randy Kinnings	C-Z	6th Open Nov
John Peterson Jr.	Yam	20th 125 Nov
Arthur Rask	Hus	7th Open Nov

SCRAMBLES
Las Vegas, Nevada
March 15, 1970
by Kibby W. Scales

0-125cc		
Casey Folks	Ex	Sac
Pat Friel	Nov	H-D
Dan Stadtlander	Ex	Yam
Barney Burkin	Nov	Pen
Craig Paulson	Nov	Bul
250 OPEN		
Tom Scales	Ex	Hus
Bill Hill	Ex	Gre
Kim Wolfe	Nov	Hus
Max Switzer	Ex	Hus
Leroy Dorf	Nov	Yam
Pat Friel	Nov	Mai
John Damico	Nov	CZ
Dennis Foster	Nov	Yam
Tony Cook	Nov	Hus
Grant Thornton	Am	Hus

IRE MOTOCROSS
Palmdale, Ca
March 29, 1970

100 JR	
Bob Haag	Bul
Scott Pelkey	Sac
Randy Scott	Hod
Tom DeLucs	Sac
125 JR	
Ted Nowak	Yam
Steve Armstrong	Yam
Rich Foshay	Sac
Ron Rakisits	Yam
125 SR	
Dave Rodgers	Bul
Bryar Holcumb	Sac
Bob Kuler	Bul
Jim Dawson	Yam
250 JR DIVISION I	
Bill Clements	Hus
Raul Escamilla	Hus
Carter O'Brien	Hus
Al Egizi	Bul
250 JR DIVISION II	
John Maroney Jr	CZ
Al Wurtzel	CZ
Mike Todd	Bul
Mike Beanway	CZ
250 SR	
Jim Wilson	Gre
Terry Clark	Yam
Bruce Baron	C-Z
Dave Rodgers	Bul
500 JR.	
Terry Bilton	Mai
Mark Shook	Hus
Larry Watkins	Mai
Robert Hershey	Mai
500 SR.	
Jim Wilson	Gre
Mike Bast	Mai
Bob Steffan	Mai
Whitey Martino	Hus

SAWMILL ENDURO
Upperlake, Cal.
Mar. 8, 1970

PLACE OVERALL		
Marvin Hurlburt	Bul	250 B
Bob Keys	Hus	Open A
John Nelson	Hus	Open A
Richard Sawell	Yam	250 B
Kim Proctor	Yam	250 B
Chuck Tranltam	Mon	Open A
Cloyse Holland	Hus	Open A
Geo. Neilsen	Hus	Open B
Tom Whipple	Hus	Open B
James Rappini	Mai	Open B
Dean Croney	Yam	250 B
Corley Anderson	Yam	250 A
Del Rappini	Mai	Open B
Wayne Mathews	Hus	Open B
Jim Wade	Yam	125 B
John Krause	Bul	250 B
Bill Schneider	Hus	Open A
Dean Lawson	Bul	250 B
Jerry Debely	Gre	Open A
F. Kennebrew	Bul	250 B
Vick Repstad	BSA	Open B
Richard Deeg	Yam	250 B

DAYTONA '70 NOTEBOOK

By Dewitt Thuett

Never has Daytona been so important and never has the annual speed week found so many people from the press on hand...The BSA people had the editor of the London Times as a guest...BSA/Triumph also had a 45 foot house trailer for the press...what a pleasure it is for a worn out photographer or word man to have a comforting word and a cold beer offered to him in his home away from home.

This year there were riders from Ireland, England, Australia, New Zealand and Canada to pit their machines against the Americans...aussie Kel Carruthers became the first European to ever win a Daytona AMA event...he set a record to boot...Carruthers also made history by becoming the first privately backed rider to win a major race...He was backed by El Cajon, Ca. dealer Don Vesco who was originally planning on riding the Yamaha 250 himself...Bob Carruthers and second place Rod Gould rode on Dunlop tires in the 250 race to break the string long held by Goodyear...

However, Goodyear came back in the 200 miler and had all three riders in the winner's circle...Bell and Bucco matched winners at Daytona as the battle of the helmets gets hotter and hotter...During practice sessions when Scotland's Ralph Bryans crashed one of the team Hondas and burned it, Roger Reiman later came up to team manager Bob Hansen with the remark of the week; "Next time you have a Honda-Fry, how about inviting em?"(!)

All of the pre-week talk of super speed actually fell short of expectations... Before Daytona opened there was much talk of speeds well over 160 and 170... It never happened...Some that were talking the loudest in February ran the slowest in March...Once again it was a Yamaha runaway all day Saturday with the great little 250cc two strokers of Yamaha taking 17 of 20 in the combined expert/amateur 100 miler and 18 of 20 in the Novice chase...Yamaha added insult in the 100 miler by running away from the five or six 359's that were entered under the new rule.

All in all the Triumph "Threes" appeared to be the fastest machines at Daytona...The Dick Mann Honda four was not in the hunt as long as Nixon and his Triumph, Grant and his Suzuki and Hailwood and his BSA were running at 100% maximum...Triumph came up with the best finish average for a team...They started three and finished with two in the winner's circle...Honda started four and finished with one...BSA started three and finished with one...Suzuki started five and finished with one...Overlooked by many was Canadian Yvon DuHamel's ride on the Yamaha 350...He started 80th due to having no time trials and was in and out of third many times before taking fourth place...DuHamel was the only rider to set in the winner's circle both Saturday and Sunday to again prove just how great a rider he really is...

This was the third year in a row that a California rider has won the 200...The Golden West riders took up all three spots in the winner;s cirle this year for a complete shutout and topped the two out of three turned in last year—and the year before...The new three group start proved to be one of the best safety factors ever introduced at Daytona...Had it not been in use there would have been a tremendous pile-up on the second lap when Jim Rice, Art Baumann and Ralph White all collided...The new start actually allowed DuHamel to get up with the front runners quicker than if he would have had heavy traffic all the way...

Mert Lawwill received "The Rider of the Year" award from CYCLE magazine ...His prize was a new Datsun Pickup truck...Walt Fulton rode one of the older Harley sidevalve 750's and was running ahead of all H-D's except Rayborn.

By winning at Daytona novice Jerry Christopher automatically becomes an amateur next year and Rusty Bradley moves to expert, whether they win again or not in '70...A new rule and a good one ...A group of educated winners this year with Christopher in college at Mt. San Antonio, Bradley attending Univ. of Texas and third place novice, Doug Teague a graduate of the Univ. of Michigan...A couple of months before Daytona Du Hamel went Snowmobile racing in Wisconsin and won the world oval track title ...A few weeks before Daytona Bart Markel rode a Yamaha snowmobile at Lake Tahoe and turned in two very impressive rides...

For the second straight year all track records fell at Daytona...The 250 Yamaha's are now nudging the 100 mph average mark in both the novice and the combined classes...Carruthers and his 250 was less than four mph off the average turned in by Mann on the 750 Honda... Jim Rice nearly totally destroyed his BSA "3" in practice...New fairing, seat and tank were needed before the actual race...With added international flavor Daytona is now looking for a least 50,000 people next year...15 riders still running at the finish is a new all time low for the Daytona 200...Perhaps it should be scaled down to a 100...Jimmy Odom blew his clutch coming off the starting line in the 200...A brand new one to boot ...Tom Rockwood running 6th at the 100 mile mark and moving up only to have his engine conk at the gas stop and refuse to start again...Ron Pierce getting a shot of gas right in the eye not only in one race, but both on Saturday and Sunday.

TT TO OPEN ASCOT SEASON

Promoters of the 1970 Ascot professional racing season have announced that the first Thursday night meet will be a TT Steeplechase on April second.

Many of the regular Ascot TT stars will be on hand including TT specialist Skip Van Leeuwen. Mert Lawwill, Eddie Mulder and Yamaha team members Dusty Coppage and Keith Mashburn will also ride. They will all be shooting for a piece of the $1200 purse.

The TT is a one shot affair and the program will revert back to the regular Half-Mile flat track racing that will be on Thursday nights this year.

New admission price is $2.95 for adults. Ascot Park is in Gardena near the junction of the Harbor and San Diego freeways on Vermont Avenue.

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Salt Lake MX Needs 4th Moto

Don Fuller only looks like he is using the wrong foot. Actually, he is setting up for the next right hander.

By Larry Knop
Photo by Don Tucker

SALT LAKE CITY, Utah Mar. 22, 1970—Spectators at CMA's second motocross of the season received an unexpected bonus Sunday. After the day's racing was completed it was discovered that Bob Brown, Don Fuller, and Pete Crandall in 250A had each collected a 1st, a 2nd, and a 3rd. Since the Continental Motocross Association hadn't had the foresight to order three first-place 250A trophies, the riders decided to run a fourth heat to determine their placings. Three of the fastest riders on the track, winner take all. The few spectators who left early will never do that again. Don Fuller was the man to beat, despite the fact he was matching an almost stock Yamaha DT-1 against two Huskies. The flag fell and Don, who either wins or crashes (or both), grabbed the lead. On the next to the last lap Fuller went down. He was up again immediately, but Brown was past and Crandall was right on his rear wheel. Last lap, and now it was Pete's turn to try a little too hard. He went down, and that was it. Final order: Brown 1st, Fuller 2nd, and Crandall 3rd.

The run-off was a fitting climax to a day of hard racing by riders from Utah, Nevada, and Wyoming. Ken Guio came over from Big Piney, Wyoming and brought his sons Candon, 14, and Tagg, 12, to race 100cc Novice. Despite a tremendous handicap, Candon almost edged Tim Bengtzen out of first. The handicap was that Candon's legs could reach the ground, or the shift, but not both. He still made some good starts though, uch better than his father. Ken Guio spotted the Open class 75 yards in the 1st heat when his 400 Husky refused to grab first gear. Ken still took second for the day. Jeff Carson from Ely, Nevada had no trouble with his starts and he put his CZ out in front and kept it there. Jim Curtis in 250B and Kevin Croft in 125B both decided Jeff had the right idea, so they did the same while the pack behind them engaged in a mad scramble for position.

The 125A and 175 classes ran together, although they were scored separately, and pre-race speculation centered on whether Jon Henry would beat Warren Spencer, and on how the 125's would do against the 175's. Meanwhile Woody Lawhon was bringing out his trusty 175 and Fred Dula was trying out a newly uncrated Eagle 125. Fred let Woody take a couple of practice laps on the Eagle and it was love at first ride. Woody promptly jilted his faithful 175, and it proved to be the right decision. Steve Burgess on a 175 managed to lead Woody across the line once; the rest of the time the other riders had to settle for eating Eagle feathers.

(Results on page 19)

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West Coast Road Race Nat'l Looming In Seattle

By Dewitt Thuett

A $15,000 National Road Race scheduled for Northern California's Sears Point raceway on April 19th has been cancelled and the AMA has given that date to a half-mile race with a $6000 purse in Palmetto, Georgia.

As a result the new national road race at Seattle International Raceway on April 4th and 5th will be the only National road race in the West this year.

The Seattle race will be the third stop on the National circuit and the first since the Daytona 200. The track, located in Kent, Washington is a complete opposite of the Daytona track and is a rider's course from start to finish.

The Raceway lays within a heavily wooded area and is full of up and down hill turns and corners.

Featured race on the two day program will be the 125 mile National for Experts on their Daytona machines. In addition, there will be a combined 250cc race for Experts and Amateurs, an Amateur big bike race and a Novice 250cc event.

This will be the first time a National road race has ever run in the Northwest, an area that has hosted National mile and TT racing in the past, but never a major road race of any type.

A few years ago the track sanctioned a local race and some of the better known professionals were on hand. It was their unanimous opinion that the Seattle course was the best they had ever ridden.

The AMA 125miler will be run on the same course that hosted the USAC Indy cars last fall.

All of the various factory teams are expected to enter the April 4-5 races since it is on the national point calendar. Riders and fans may obtain complete details by contacting Seattle International Raceway in Kent, Washington.

Former Los Angeles area sportswriter Bill Doner is the track manager who plans on making the AMA National two day meeting an annual event.

Ace Of Clubs Licks City Hall

Climaxing a two year running battle with the Internal Revenue Service, the Ace of Clubs Motorcycle Club finally won the decision which exempts them from the federal corporation tax. During the process which was handled by the club's tax representative, R.O. Fee, appeals from the initial disqualification were carried clear to the IRS's National Office in Washington.

"Dealing with the Exempt Organizations Section of the IRS is a very delicate matter," said Mr. Fee, "As they have a language all of their own. Commonly accepted meanings have little or no relationship to the regulations that these people rule by. In some cases mere communication with the IRS defeats the application.

The Ace of Club's trouble started with the California Franchise Tax Board. Following a series of club address changes, the FTB could not communicate directly and their letters were not reaching the club's secretary. When one finally did get through, it bore the startling news that the California Tax Exemption had been revoked. The California exemption, issued when the club first incorporated as a social group, is worth $100 annually. That is the minimum tax any corporation must pay, regardless of profit, a lesser tax liability or even inactivity.

"The California problem wasn't too bad," Fee related, "It only took a half hour's horn time to Sacramento to get the revocation rescinded. But they kept asking 'What's your status with the IRS?'

Ironically, everyone in the club believed the group to be exempt, but the papers were missing. Investigation revealed that the IRS had no knowledge of the club. That didn't make anyone too happy as the IRS wanted back taxes.

Using their own peculiar reasoning, the IRS turned down the Ace of Club's application for exemption which led to several appeals and eventually the exemption letter.

"The club could have taken the easy route and given up with the first defeat," said Fee, "but the members thought that they were rightfully exempt, stood up to one of the most powerful bureaucracies in our county, and won – not only for the Ace of Clubs, but for other motorcycle clubs as well. During one of the local conferences, the examiner mentioned that several exempt applications from other groups were to hinge on the outcome of the Ace of Club's case."

scramblin' around

By Maureen Lee

As we were covering the scrambles at Saddleback on Sunday we only had one chance to pop on over to the motocross circuit and watch what the Huntington Beach M.C. were up to with their event. It looked impressive. Following District rules they were using the lottery system before each round for starting position and this really eliminates all that scrambling around (no pun intended) to get a good starting position. Wish all the different organizations would use it.

We still have to watch a motocross using the new method of all the riders holding onto a rope stretched above their heads with their clutch hands because we hear this works out extremely well and is now being used quite widely in England. 'Course, it won't find too much favor with some of the riders who have found out some of the little tricks to gain a little over the starter such as what Jeff Smith says about starting about as far away from him on the line as you can get, "that way there's a chance he won't see you don't have your hand on the helmet if you keep your head low enough." There's another trick we noted being used a couple of weeks ago that in interest of safety should be closely watched for and that's the gimmick of holding the clutch in with your elbow. Sure, your paw is on your helmet, you're all bent forward looking innocent and awaiting the flag to drop but your clutch is in tucked under your arm with you revving the engine. We'll leave it to your imagination as to what would happen just as you blipped the throttle if your sleeve slipped off the clutch lever! Yahoo! Starts with hands on the number plate make it pretty tricky to pull that stunt too.

We don't know how many times we've written this only to have it bomb out one way or another and the actual details must remain classified information but there's a darn good chance that there actually will be a replica of Prado Park built. The people involved have the know how and want to use the original specifications. While on the subject of real high speed tracks, don't miss one trip to Adelanto this spring. Mrs. Reddin about inundated the place with wild flower seeds last year and it should be just beautiful.

We are still getting comments about the conduct of spectators at the Elsinore Grand Prix. Well, like everyone else, I've no idea how the heck you con control that many people on a course running through a town. The turns were pretty well policed but other sections weren't. That back straight where Malcolm got his was bad. You could spot the people crossing who had some smarts about them but others didn't seem to have any idea at all of just how fast those bikes were traveling and a rider only has so much control.

It's almost "TT in Tucson" time again. Their last race which will be the Arizona State Championship is the first Sunday in April. We've written about that race many times and don't want to keep repeating ourselves but the track is out of sight and the natives are more than friendly! Hope as many as possible of you will make the trip. We know it's a long one but the riding you'll get in is worth it. Just ask people like Dave Aldana and Keith Mashburn how they liked it, it's a gas!

Motocross Hack

(Continued from Page 17)

lurch and we went around the bend on two wheels with me on the floor hopelessly wedged between the grab bar and the fender. I groped around for something to pull myself out by to no avail. Finally, after a little hollering and a lot of laughing I got Kelvin to roll off the throttle, but we had to come to a complete stop before I could un-pin myself by rolling hells over head onto the ground.

Soon, we decided we should learn to walk before trying to run and we forsake the bouncy motocross course for the smoother but faster TT track.

Here we started to get the hang of it. Most of the turns were to left so the passenger spent a lot of time hanging out of the chair. Every once in awhile the inside of a turn had a course marker post or dirt bank that had to be dodged. As sure as the passenger moved in enough to allow a prudent margin the wheel would lift and send the rig to the outside or toward the gully depending on how hairy things were. On the right turns we'd scramble up behind Kelvin and put weight on the driving tire. The action of the passenger is very critical. ("Passenger", that's a nice name for the more common term "moneky". I'd often wondered how that name came about. After a day of sidehacking I found that it's quite appropriate.) If, for instance, the rear wheel is spinning and the passenger hops up behind the rider and gears the knobbie to the track, watch out. The front wheel comes up and any thoughts about steering around a corner are forgotten.

Steering the rig can only vaguely be compared to driving on ice. At first it seems much worse. The attitude of the handlebars is almost unrelated to the direction of travel. On the other hand, the throttle acts like a rudder and you can sort of herd it along with the twistgrip. With a hack there are right turns and there are left turns. The two maneuvers have nothing whatsoever in common.

Well, after picking up the rudiments of how to make it go around the track we began to put things together. Soon we were sliding through the faster turns and even got airborne over the jump a few times although it never felt quite right.

It was great sport. As Kelvin and I gained mutual confidence we put together what seemed to be pretty speedy laps. It was also hard work. My arms ached and my wind was getting short. As I tired it took me longer to change position and that didn't help the stability. Kelvin said his wrists felt ten feet around. "One more lap?" he asked. When I just hung out my tongue in answer he agreed, "Yeah, I'm tired. We've done OK so far I'd hat to make a mistake now."

PONDEROSA INCREASES TROPHY SIZE

The monthly 27 mile hare scrambles at the Ponderosa Inn now features larger trophies to 40% of the entries. Contingency awards include professional model helmets donated by McHal to high point riders in each class for weekend, Fast fuel additive to first 12 in each class from Bill Stroppe, Bardahl racing oil to first 12 in each class from Bardahl Oil Corp., and racing T-shirts from Pie Enterprises. Races will be held the first Saturday and Sunday of each month with all classes riding for trophies each day and the above contingency awards featured. Standby ambulance is provided with course coverage by International Racing Radio Crew. See listing in Calendar of Events.

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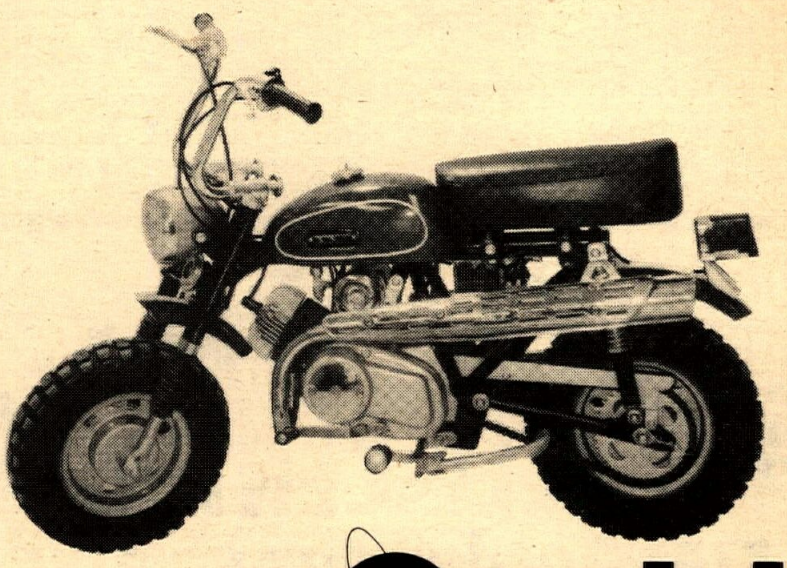

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Dealer Wins Three At Tri-State TT Scrambles

By Jack Light

BAKERSFIELD, CALIF. March 28, 1970 – Sponsoring Shafter Yamaha had three winners wearing their colors Sunday, as Carol Randall, Vince Foster and Ron Tobey got the checkers at the Sprocket's M.C., 6th annual Tri-State TT Scrambles.

Miss Randall had everything going her way in the Powder Puff event, and Nancy O'Hara, on another Yamaha, had to settle for second, with one of the racing Smith girls, Elaine, taking a third on still another Yamaha.

Vince Foster did his thing in the 125cc Novice class, beating out Don McCoy and Carroll Hiland in some of the best races of the day. All three were Yamaha mounted.

And Ron Tobey, the number one district rider and National 125cc Expert high point man, rode his Yamaha to victory in the Expert small bike competition.

Hard riding Joe Rosebury was right on Tobey's rear fender all day, as these two are perhaps the most evenly matched experts in any class.

The 250 Novices were treated to a showing of two very quick Ossa motorcycles, ridden by first place winner Carroll Hiland, and second place Bob Devan.

The 250 Amateur riders had to contend with two well prepared Montesa bikes, in the very capable hands of Tim Tomlinson and Gary Chessman, first and second respectively. Tomlinson won going away, with Chessman, Tom White (Bultaco), and Wayne Schmidt (Yamaha) filling out the front runners.

Joe Brown hurried his lone Yamaha well in ahead of the 250cc Expert Bultaco parade, coming up through the pack from about tenth place at the first turn. George Holland, Charles Gann, Freeman Coulter and Rick Perriec made Brown work for the honors.

Ron Ely looked real quick in winning the 350-500 Novice go. Ely punched his massive Maico in ahead of Rick Gillis (BSA) and another Maico ridden by Henry Conklin.

The earth-shaking Triumph machines were upset by an equally brutish Norton ridden by Midge Griffith, in the Open Am.-Ex. This was one of the largest fields of top-notch riders ever assembled together locally in a long time. Ever fast Carroll Jackson, along with Griffith, Gene Chandler and Jim Lynch, had the crowd on their feet everytime out on the track. The first one off the line was not necessarily the winner, as it was anyone's race. With positions changing on almost every lap.

The annoying warm breeze kpt the track crew busy all day, as the moisture was quickly dried, causing a fast, slick track. The water truck and tractor were kept handy to maintain the park in first class condition.

(Results on page 19)

George Holland leads the pack around a turn Sunday at the 6th Tri-State Scrambles.

Fun Run Enduro Draws 400 Riders

ROSEMOND, CALIF. March 28, 1970 – Nearly 400 riders were on hand Sunday for the fifth annual "Fun Run" Enduro, a contest not far removed from the more familiar on-road poker runs.

"It's strictly a game of chance, my boy," to borrow a phrase from the late W.C. Fields.

Sponsored by Skip Clark's Cycle City, each registrant was given a sealed envelope, containing a number to be revealed at the finish of the day's event.

Riders were required to tape the little brown mystery to their gas tanks and have it stamped at each of five checkpoints around the 22 mile loop. At the completion of two loops, entrants returned the envelope to the registration trailer, where they were finally opened. Low numbers won the prizes, high numbers had to be satisfied with an enjoyable ride.

The "pot luck" Enduro was held in Bean Valley, a popular desert riding area few miles from Highway 14, between Lancaster and Mojave.

This was the only desert event scheduled for Sunday in the Southern California area, and was billed as an "easy" run for the average rider.

But first time Enduro riders – and there were many – may have found the course a little tougher than they had anticipated. There was plenty of sand and rocks, some not-so-easy up and down hills, and, generally, miles of trails that required experienced handling.

On the other hand, it was a relatively short run, with many picturesque, easy to ride sections. A couple of miles of stream bed, for instance, provided some very enjoyable one-side-to-the-other riding.

The course was well marked, and apparently no one was seriously lost or injured.

And, with the exception of some gusty, afternoon winds, the weatherman was exceptionally kind to the event's participants.

Kirk Takes Sylvan Motocross At Cuero

By John Blanton

CUERO, TEX. Mar. 22, 1970 – Advertised as a "rider's course," the new motocross layout near Cuero, Texas, on the edge of the East Texas oil fields is certainly that. It threads through dense forest for part of its journey and features some of the roughest pedaling to be found in these parts. While no spectator can view more than one hundred yards of the course at one time, it is none-the-less immensely pleasant to lounge in a shady glen and watch the racers come howling up the trail.

In the Junior division, 125cc winners were Don Frey (Yamaha), Gordon Roundtree (Yamaha) and Charles Laves (Bultaco), and 250cc winners were David Fowler (Kawasaki), Jeff Godfrey (Yamaha) and Don Ham (Ossa).

In the Senior division John Loughlin was his unstoppable best in the 125cc class, but he still managed to drop the second heat to Bob Howard. Final results were Loughlin, Perry Lorenz, Howard (all three on American Eagles) and Steve Vrandenburg (Yamaha).

The third heat of the 250cc Senior class saw a fierce, four-way battle between Greg Graham (CZ), Bill Kasson (CZ), Robi Holbert (Yamaha) and Bob Graham (Husqvarna), with each of the four holding the lead at least once during the race. They finished the heat in that order, but Bob's two previous wins gave him the overall victory over Holbert, Kasson and Grego Graham in that order.

Don Kirk (Husqvarna) was the Open class winner, followed by Ramon Dasch (CZ), Steve Brock (Maico) and Doug Parks, whose CZ sports a bright red Yamaha fuel tank. No misplaced loyalty there.

While the Junior riders received trophies, the Senior class was paid in money, humble amounts this time, but the management promises more in the future. The management also promises course improvements for the race next month, for the course is admittedly narrow in the more shaded sections, and even as practice was going on in the morning, someone was going at several of the lesser course markers with a chain saw.

(Results on page 19)

Scales Sacks Shaker's Scrambles

By Kibby W. Scales
Photos by Mike Morris

LAS VEGAS, NEV. March 15, 1970 – Tom Scales, riding out of Sportsman Cycle Sales, piloted his 400cc Husky to an overall win in the Ground Shakers European Scrambles here Sunday.

With a good start, Scales led the first few miles and then lost the lead to Max Switzer (Hus), who led through the pits on the first loop.

In the second loop Switzer had spark plug trouble, and Scales took the lead and went on to take first over all.

Switzer, riding hard, was able to move back up through the pack and took fourth spot. Racing for second position, Bill Hill (Gre) and Kim Wolfe (Hus) fought neck and neck, with Hill passing Wolfe within view of the finish line to take second overall.

Sachs mounted Casey Folks, also riding out of Sportsman Cycle Sales, took first over all in the super lightweight division, with Pat Friel (H-D) and Dennis Belingheri (Amer. Egl.) battling for the second spot. Friel won, and Dan Stadtlander on a Yamaha moved into the third position.

Casey Folks, president of the Ground Shakers M/C, expressed his thanks to the many riders and spectators, who contributed to this benefit race for the family of Harold Boschetto, a motorcycle enthusiast who was fatally injured in an airplane accident Feb. 14.

(Results on page 19)

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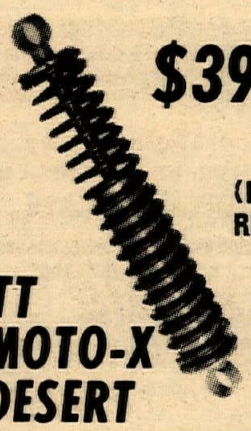
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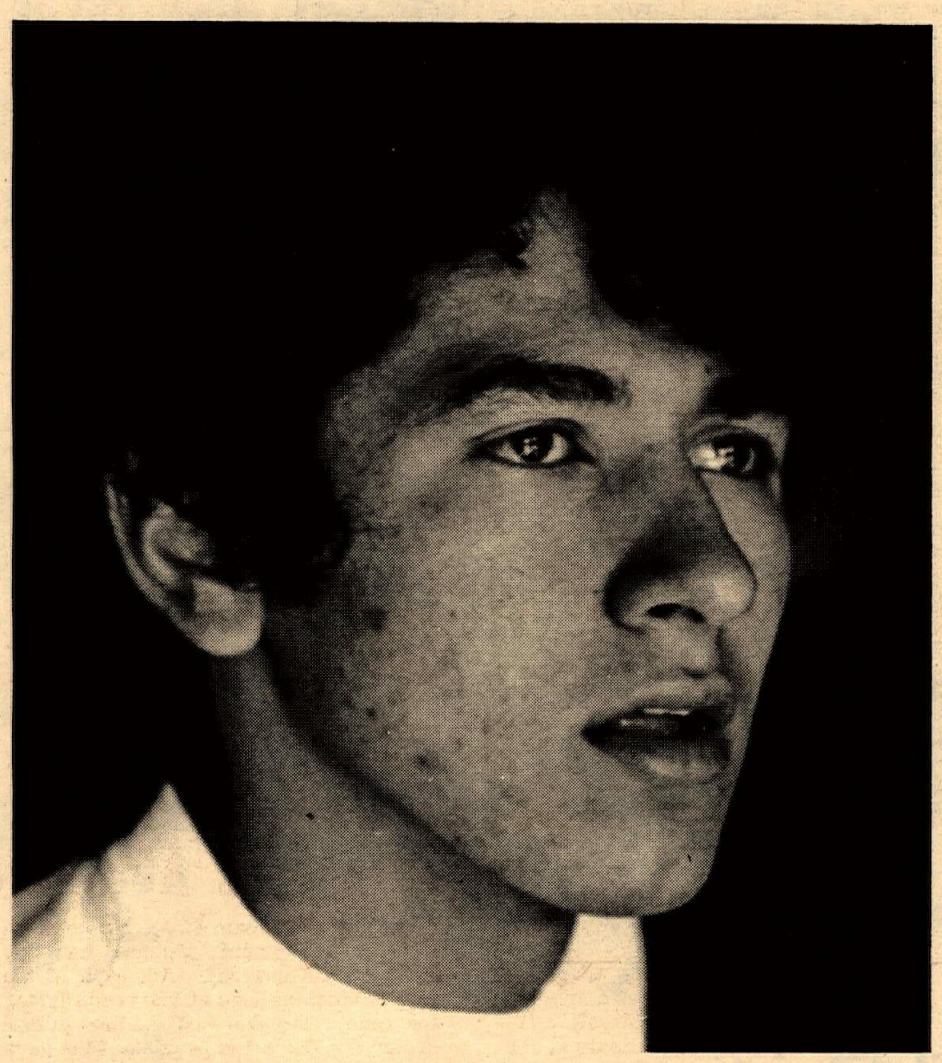
ALDANA

(Continued from page 6)

to get so conservative that it'll take five years before I can start doing something as an Expert. I can't wait that long.

"Dallas Baker helped my riding quite a bit. He used to watch me race at Ascot, and he'd tell me ways of improving myself. Then I started finding better ways around by myself – trying things I thought would work. And by the end of last year I was kind of telling Dallas how to go through certain turns. Now we both listen to each other.



"I haven't kept notes or maps of individual tracks. But I think I'm going to start. Mert Lawwill does. It makes it a lot easier to know beforehand what gear you're going to run in which turn. I should have don it last year, but I messed up.

"I don't know when or if I'll be the top U.S. rider. This year I'm shooting for a position in the top ten.

"My biggest competition is anybody who makes a main event. Like, at the short track in Houston, the difference between the slowest time and the fastest time was only one half a second. The difference between the number one man and the others is drive. The man that has the most initiative to win, is going to end up first. He has to want it pretty bad.

"I really enjoy racing. More and more, though, it's because of the money. Before I just really loved going fast: Doing something nobody else could do. Like the track in Louisville (Ky.): You can run wide open around the race track, and you just get a really good feeling that you're doing something right. Like a corner will come out perfect, or something. I don't know, it just feels neat to me.

"Like at Daytona. Every once in a while I'd make a good corner. Like I'd stop in time, turn and gas it out of the corner. And it would be real smooth. And I could just feel the bike, and know inside that it was perfect.

"Even though I only got 12th at Daytona, I was still pleased with myself. There's just a lot of self-satisfaction in riding well. The main thing that I don't feel so neat about Daytona, was that the other riders got more points (AMA) than I did. That's going to hurt my chances of getting in the top ten.

"I guess the money in racing is still pretty much secondary for me. It just provides a way for me to do what I like to do. Later on I guess I'll get just like everybody else, and race just for the money. For most of them, it's just another job.

"Before each race I tell myself that I'll do the best I can. Some people – like Jim Rice – tells everybody he's going to win. I can't say that.

"One of the papers quoted me as saying that I go out only to win. I didn't say that. That makes me sound like a hard guy. I guess I am cocky in certain respects. Like if someone would talk to me I'm liable to smart mouth them. I know I do it. That's the way I am. That's the way I'm going to be. If they don't like me for it, screw 'em. I don't give a damn. You just can't be nice to everybody in the world.

"I guess I'll race until I can't race anymore. I've never been hurt, never broken anything. I've unloaded a lot of times, but I've always gone down easy. Of course, it's not going down that hurts you so much as when someone runs over you.

"When Gene Romero was a first year Expert, nobody could beat him. He was super good. Then he broke both his legs, and it took something out of him. He'll tell you the same thing. He's much more conservative now. It makes a guy think.

"And every once in a while I think, 'Well, there's a race next week.' That way you aren't so likely to risk your life – You know, hang it out. I think that's the way most Experts think. They'll go fast on tracks where they know they can get away with it. But they'll kind of hold back on risky tracks. Like Palmgren and Romero – I don't want to take anything away from them – they can go fast anywhere. But they go especially fast on grooved tracks, like half-mile and mile track. But on other tracks – where Markel and Mann do good – they just kind of take it easy.

"On a groove track, you just CAN'T get sideways. So I try to go as fast as I can and to do as well as I can every time. On a cushion track I beserk it, get sideways and everything else.

"A lot of people think I'm a squirrley rider. I don't agree. I almost always feel like I've got the bike under control. I just enjoy racing and going fast.

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BLM Closes Panoche Off-Road Vehicle Use Area

In order to prevent further avoidable damkge to the public lands, Delmar D. Vail, Folsom District Manager for the Bureau of Land Management, today ordered the closure of about 33,000 acres of public lands located in the Panoche Hills of western Fresno County. The order, to become effective March 30, closes the area to all motorized vehicles except for use by Federal, state and local government employees on official business or authorized permittees or lessees. It will remain in effect indefinitely.

The closure, Vail noted, is a last resort measure applied to prevent further damage to resources and the land itself. A similar temporary closure was effected last year, he said, for about 3 months during the upland game bird nesting season. At that time, a management plan was worked out for the area in cooperation with local user groups. It was reopened in July 1969 under the plan, which provided a 15-mile loop trail and an area of about 1,280 acres for intensive use by off-road vehicles. The remainder of the area was designated as closed to off-road use, in consideration of the resource values. Failure of off-road vehicle users to respect the closed sections, coupled with lack of sufficient funds, personnel and an adequate enforcement authority led to the present intolerable situation.

In the past 8 months, Vail said, BLM had kept the intensive use area and trails open to recreation use and had applied several means for protection of the closed sections. These included an information-education-self-policing system by users employing signs and literature, patrols by BLM personnel to orient and assist users, use of motorcycle club volunteers for intensive on-site education, and County Sheriff-assisted patrols where complaints were issued against violators of the state trespass laws.

"We have had good cooperation from volunteers of the organized clubs and from the Fresno County Sheriff's Department", he said, "but we have been unable to prevent further continuous losses and damage to plant life, wildlife habitat, soil base, and other values in the posted areas. Proper management of the area will both serve the users and protect the resources", Vail declared, "But this requires continuous patrol by personnel with effective enforcement authority, and adequate sanitary and camping facilities are required as well. These are not now available and the area must remain closed to motorized vehicle use until such times as an effective plan can be instituted to properly regulate this use".

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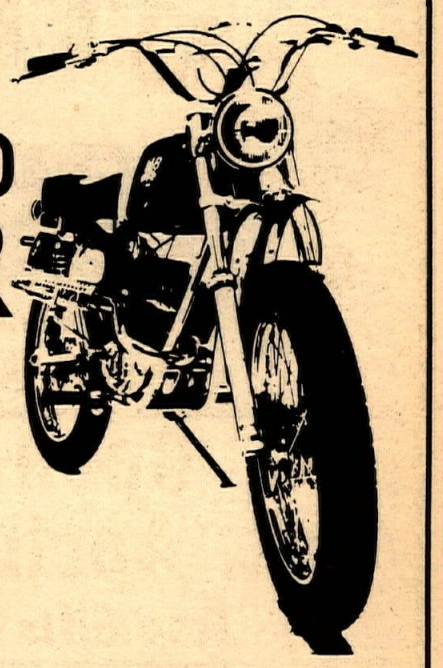

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Scott King Takes Cross Country Meet

The banner dropped at 11 a.m. here Easter Sunday, as approximately 80 riders in all classes took off for 5 laps around an 11 mile course.

Taking the lead at the two mile smoke bomb was motocross star, Bill Silverthorn. Coming around the first loop it was Silverthorn, with about a 15-second lead over Mint 400 teammate, Gene Fetty. Both men were riding 400 Huskys.

Third was Scott King on a 360 Montesa, fourth was John Kenyon a 250 Yamaha and fifth was Rick Vesco on his rapid 125 Sachs.

On the second loop, Fetty came through first, as Silverthorn dropped out with a broken shocks. King was now second and third was Vesco. Kenyon also dropped out due to mechanical difficulties.

The rough course took its toll, and on the last lap, Fetty took a nasty endo and failed to finish. Scott King came in first overall, Rick Vesco second, Gary Brauaway (Husky) third, as well as first 250 Expert.

R. Como on a 250 Husky was fourth with Louie Baker fifth on a 360 Husky.

A bad wind obscured the course and the order of finishers. Official results will be out within the week, however.

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Easter At Anzac

(Continued from Page 15)

came from no where and passed him in the last ten feet.

Steve Armstrong and Ron Rakisits had a drag race to the finish line in the final moto but when the scoring was finished Ted Nowak was the winner after racing all day with Steve, Rich Foshay and Rakisits.

Bob Haag put the 100cc win over with his Bul but not without some anxious moments provided by Scott Pelkey who led with his Sachs for a while.

At the mid-day break the real scrambling action took place when a six-foot Easter bunny waved the flag that set off a hundred or so nimble kids who practically destroyed a roped off section of ground in search of plastic easter eggs. Most of the eggs contained candy or the usual Easter stuff but one special egg was good for a new Maverick Mini-bike. Bill Watkins, brother of third place 500 Junior winner Larry Watkins came up with the lucky egg which won him the Maverick and a kiss from enthusiastic Miss Maverick, Laurie Adams. "Ugh, Bill growled, wiping his cheek, "I hope that sutff comes off".

(Results on page 19)

By Elaine Jones

Well, Perris opened its gates for the first scrambles of the season, and although the turnout was small, it was enthusiastic, although somehwat confused. Why confused? Simple. Perris has undergone a face lift and the track ain't quite the same. First off, the starting line is now down in front, and it leads you into a long turn which has taken the place of the sweeper. After that you find yourself in some pretty tight S'es and then a long straightaway, the back turns and another long straightaway.

The opinions are varied as to whether they like the course or not. Gerry Burton is the first to admit the track still needs a lot of work, but he's doing jus that. Dennis

green platers

Creason said he didn't like it but then went out and won all three of his heats, so I think he may have a change of heart. Mike Posey had no comment, but he had a flat tire in his first heat and had to hang it up. Skip Gallagher wasn't quite sure, and it was that way with the majority of riders. The Burtons have also added bleachers, which the spectators overwhelmingly approved.

Congratulations to Steve Tinsley, who went from Novice to #29 Expert in one season. Old crazy Steve, my "Red Baron", has been promoted to Head Beagle. Good Luck.

Kevan Larrick believes in starting his kids early, as his four year old son has his own Indian Mini-Bike and entered the Mini-Bike race. And even if he couldn't keep up with the big boys, he did get around the track. But so did Dad – on foot just to make sure Jr. didn't crash.

Hope Bob Greenstreet is well on the road to recovery, as he had surgery Monday morning. Bob told the doctor he wouldn't be able to check into the hospital by four o'clock because he had some business to take care of. The business, of course, was riding the scrambles. I keep telling you guys you're crazy, but you just don't listen.

The Burtons court date has again been postponed, and this time it's set for April 29th. Keep the letters coming if you haven't already. The address is Byron C. Morton, District Attorney, District Attorney's Office, Riverside, California. As I've said before the Burtons appreciate it, and the way things have been going about the only place left to ride our bikes will be in our own garage.

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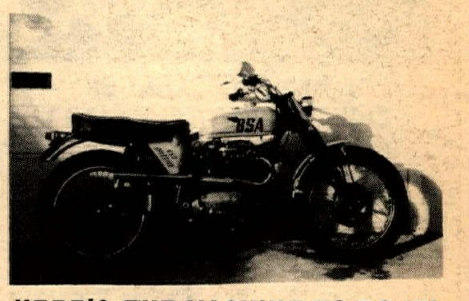

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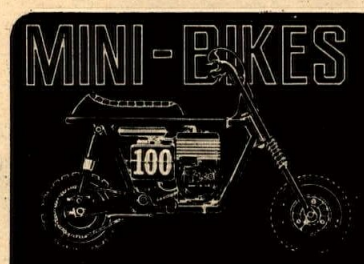
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